

Channel tunnel project given double boost

Government gave qualified approval to the tunnel project yesterday, but not to the use of public money for its construction. Instead, a consortium which includes British Rail, the British construction company, and private finance to build the tunnel.

Government approval and private backing

Channel tunnel project given a double boost yesterday when Mr Norman Fowler, Minister of Transport, gave it qualified approval, though without committing the government to build it. The project, which would cost £5,000m, would be built at the low price of £500m.

Mr Fowler said that the government would not commit itself to building the tunnel at this stage, but would support it if it could be built at a price of £500m.

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that demand. Whatever the scheme, no public expenditure would be available, and it would have to be financed by private capital.

The project would be built by a consortium including British Rail, the British construction company, and private finance to build the tunnel.

The group said yesterday: "We believe the scheme would be particularly attractive to private investors and have offered to arrange contract finance and total project management."

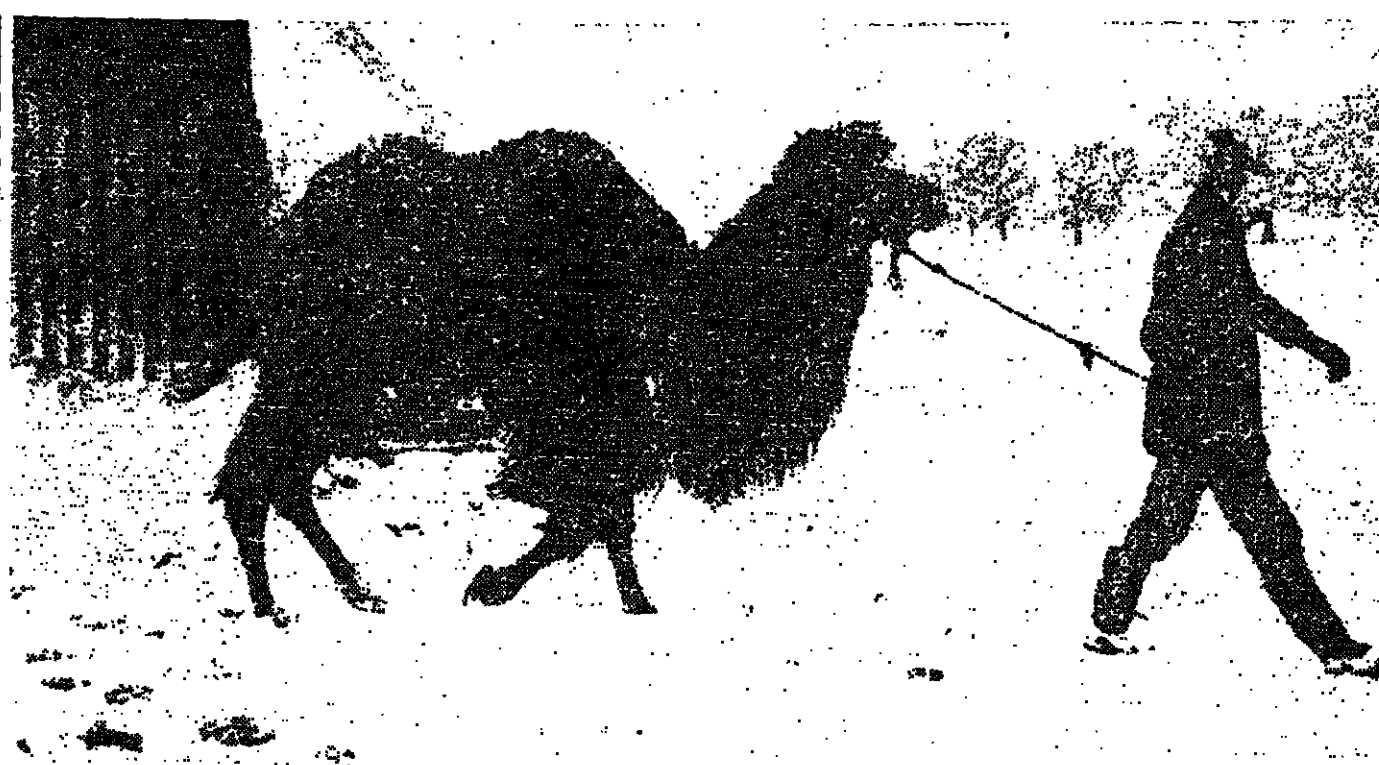
The group includes French, Dutch, and German contractors. It is chaired by Sir David Nicholson, the European MP, industrialist and former British Airways chairman. It has put its proposals to the British, French, Dutch, and German governments. Its spokesman added: "Mr Fowler said today that private capital is the only way of doing this scheme. We are confident that we can raise it."

The cost saving is achieved primarily through shortening the tunnel by 14 kilometres to 36 kilometres and having steeper gradients at either end where additional locomotives would haul the trains.

British Rail has also had favourable responses from City institutions to its proposal. But questions still to be resolved include the extent of government interference and controls, particularly on the profits level to private investors, and British Rail's freedom to take part in the project in the light of public sector finance restrictions.

Mr Fowler said in his statement that he had been examining preliminary proposals by British and French railways for the tunnel, but that before the full implications of the scheme could be judged.

expensive because any connection with the rail is bound to be expensive.



Weather worsens: Continuous snowfall and high winds brought blizzards to much of the North and North-west yesterday, conditions which were not enjoyed by Stalin, a camel with Hoffmann's Circus, when he was exercised by Mr Jim Conway, the circus animals manager.

Two vehicles were blown over on the M62 Pennine route between Rochdale and Oldham and the eastbound carriageway was blocked for two hours. The Forth road bridge and the Severn bridge were closed to high-sided

vehicles. Speed restrictions were in force on all motorways in northern England and Scotland.

There were 4ft snowdrifts on the A57 Snake Pass in Derbyshire and heavy snowfalls hindered motorists in Hertfordshire, Buckinghamshire, Bedfordshire, and the Cotswolds. North and Mid-Wales were also badly affected.

Huge waves crashed over the sea wall at Rhos-on-Sea, near Colwyn Bay, and flooded the main street. A gale in the Thames Estuary caused a yacht to

run aground on the east end of Canvey Island. The crew of two scrambled ashore.

The pop pirate ship Mi Amigo, which houses Radio Caroline, reported that she was drifting in a Force 9 gale about 20 miles off the Essex coast. Sheerness lifeboat put out, but the Mi Amigo reported that her anchor had taken hold.

Flood water which cascaded over Grimsby fish dock's sea defences caused damage estimated at £50,000 to fish in store.

Britain may test Community law by withholding VAT payments

By Fred Emery

Political Editor

Government orchestration of Mrs Thatcher's new EEC theme that she is ready for a crisis over Britain's £1,100m contribution, while not seeking one, continued apace yesterday in Whitehall.

With the Brussels EEC summit only 11 days away, it was authoritatively confirmed that last Monday, the day before she had told the Commons that she would not seek one, Mrs Thatcher had been advised by Mr Roy Jenkins, President of the EEC Commission, that making threats would not advance Britain's case with her partners. But her Commons answer was not taken in Whitehall to be a threat, which is how it was received in Brussels.

After all, Mrs Thatcher immediately added: "I hope that it will not come to that."

Yesterday Mrs Thatcher followed up her interview on French television by talking to the Hamburg daily Die Welt. "If there is a crisis it will not be caused by us but by those who expect the largest contri-

bution from us," she said according to a Foreign Office translation circulated at Westminster. "We shall do our utmost to prevent matters coming to a crisis but it must be realised that things cannot continue like this."

Mrs Thatcher also held an EEC strategy meeting at No 10 yesterday with Sir Geoffrey Howe, the Chancellor of the Exchequer, and Lord Carrington, Foreign Secretary, both of whom had just attended Brussels meetings with their EEC colleagues.

Afterwards the line was firmly put out that Britain's price for a settlement was actually going higher. If it came to a breakdown with our EEC partners, the question of withholding Britain's VAT contributions to the EEC budget might be used to test Community law. Hitherto, the Government had held that, unlike France, it would not defy EEC law.

While all this is being discussed, the emphasis, in counterpoint, is that Mrs Thatcher is not going to Brussels in a threatening manner. Essentially, it is said in Whitehall, her position has not

changed since the Dublin summit in December, that she is seeking a fair compromise with only small room for manoeuvre.

As for the "increased price" of Britain's demand, this is directly related to the pending increases to more than £1,100m in Britain's 1980-81 net contribution. Britain is thus looking essentially for vastly increased "receipts" from the EEC, which means increased EEC spending in Britain to balance what Britain pays in.

If all this amounts to Britain's position being basically unchanged, as it is claimed, then it has to be set alongside the other claim being made in Whitehall that Britain's EEC partners are at last waking up to the fact that Mrs Thatcher means business.

It remains to be seen whether her Cabinet colleagues are united with her in taking matters so far as to break Community law. It is known that some would prefer to actually precipitate a political crisis on the basis of a bilateral issue than VAT contributions.

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Average pay rises approach 20 per cent

By David Blake

Economics Editor

Pay is rising faster than at any time in the past four years, according to new figures published by the Department of Employment.

The underlying rate of increase in earnings is estimated to have come near to 20 per cent a year in January, the fourth successive month in which the underlying rate is thought to have accelerated.

The latest figures are grim news for the Government in its efforts to bring down the rate of inflation. The Department of Employment suggests that in the four months from October to January the underlying increase in average earnings went up from 17 to 20 per cent.

The average earnings index in January for the whole economy stood at 162.6, which was 19.9 per cent above its level in January 1979.

The index actually fell from its December level, but that reflected a combination of the early effects of the steel strike and the absence of Christmas bonuses from pay packets. The index is not adjusted to take allowance of seasonal variations. The direct effects of the steel strike are thought to have clipped three quarters of a per cent off the annual increase in earnings.

But this has been partly counteracted by the fact that settlements have been reached rather quicker in the pay round which began last July than in the pay round starting in July, 1978. This is thought to have boosted the increase in earnings to a quarter of a per cent. These technical factors are far less important than the broad shape of the pay round which is emerging, which contains distinctly worrying signs for the Government.

Most commentators have suggested that earnings are likely to increase by about 19 per cent over the pay round which runs to July and the latest figures imply that the end result is unlikely to be lower than this. This compares with an increase in average earnings of 16.5 per cent in the pay round to July 1979.

Although the tone of pay rounds tends to be set in the autumn, most workers actually settle in the spring. Only about a fifth of all workers had settled by the time the figures were collected for the January earnings index.

The annual rate of increase recorded in January is the highest in the index's history. There seems little prospect of the actual outcome on pay coming even remotely close to the Government's hope that pay would rise by only 14 per cent during the current pay round.

What will happen during next year's pay round is unclear. The Government hopes that the emergence of large-scale unemployment during the coming months will force a dramatic change of attitude on pay bargainers.

Carter move to revive Palestinian talks

From David Cross

Washington, March 19

President Carter is to meet separately President Sadat of Egypt and Mr Menachem Begin, the Israeli Prime Minister, in Washington next month in a fresh effort to inject momentum into the deadlocked Palestinian autonomy talks.

Announcing the initiative today, Mr Jody Powell, the White House spokesman, said the dates of the meetings had still to be arranged.

The purpose of the talks was to review the "progress and pace" of the autonomy negotiations for the West Bank and the Gaza Strip, he said. The negotiations would be conducted in line with the provisions of the Camp David peace treaty between Israel and Egypt, he added.

Senior Administration officials explained that all three leaders felt the time was ripe for further discussions on the question of Palestinian autonomy. They pointed out that the goal for the conclusion of the negotiations was May 26.

They said that Mr Carter, President Sadat and Mr Begin had a common interest in the successful conclusion of the talks in line with the commitments made as part of the Camp David accord. It was nearly a year since President Carter had urged either Mr Sadat or Mr Begin, they pointed out.

The meetings were not designed to replace the continuing autonomy negotiations but to supplement them by taking stock of what had been achieved and by exploring means of making further progress, they added.

The two most important outstanding problems were the method of selecting a new governing authority for the West Bank and the shape of the powers and responsibilities of that body, the officials said. These were "extremely difficult and sensitive" matters which could only be resolved at the highest negotiating level.

The officials said that every effort would be made to meet the May 26 goal for the end of the negotiations.

Israel reaction: Mr Begin said tonight that the autonomy talks called by President Carter would succeed if the parties remained faithful to the plan adopted previously at Camp David (Moshe Brilliant reports from Tel Aviv).

The Prime Minister was interviewed by Israel Radio immediately after the announcement of the Carter initiative. Mr Begin flatly denied media reports from Washington that President Carter had warned him of the consequences of deadlock in the negotiations. "There were no warnings," he insisted.

He said Mr Carter's invitation, which reached him yesterday evening by telephone, was "warm and friendly".



Dr Elihu ben-Elissar: Attacked by Cairo newspaper.

Israel envoy snubbed in Cairo

From Christopher Walker

Jerusalem, March 19

Less than a month after the exchange of ambassadors between Israel and Egypt, the brave attempt to normalize diplomatic relations between two of the most bitter former enemies in the Middle East is running into difficulties. The result has been to anger many Israeli politicians.

Although nothing has yet been stated formally, it has emerged that Dr Elihu ben-Elissar, the first Israeli Ambassador to Egypt and his staff have been subjected to a virtual social boycott. A number of important functions have been snubbed by the refusal of any prominent Egyptian guests to attend with the Israelis.

The most embarrassing occasion occurred when a leading foreign journalist invited Dr ben-Elissar to a reception with 16 leading Egyptians, including two newspaper editors, two government officials, an eminent doctor and a number of writers and artists. Not one of the Egyptians arrived.

Since moving to their temporary accommodation in a Cairo hotel, Dr ben-Elissar and his wife, Nitza, are reported to have attended only one dinner party. It was hosted by Mr Salah Nahban, a businessman who represents El Al.

The semi-official Egyptian press has given the barest possible coverage of the new Israeli presence, concentrating instead on harsh editorial criticism of various aspects of Israeli government policy.

A number of the attacks have been aimed personally at Dr ben-Elissar, a former Mossad intelligence agent and a close political associate of Mr Menachem Begin, the Israeli Prime Minister. A typical cartoon in the Cairo newspaper Al-Akhbar depicted the bearded ambassador being told by a senior Egyptian minister: "I want to make it absolutely clear that the rent contract stipulates that the embassy garden should not become a settlement."

A number of professional bodies have forbidden their members to have any contact with their Israeli counterparts until there is movement towards a solution of the Palestinian problem.

In stark contrast, Mr Saad Morteza, the first Egyptian Ambassador to Israel, has been struggling to keep up with a hectic social and official programme. According to one Tel Aviv general, he has been "frenzied" since arriving in the city, and is now regarded in diplomatic circles to have carried off his difficult new role with considerable aplomb.

Record interest rates to stay

High interest rates are likely to stay for months until inflation begins to slow according to Mr Gordon Richardson, of the Bank of England. The Governor at high interest rates and a tight monetary would lead to lower living standards for or two. The Bank forecast a dip in its output of at least 2 per cent. Page 27

Restless for Rhodesia

Boycott, the Governor, is to sign a new order for Rhodesia, which is expected to be in force by the end of the month. The Governor is expected to sign a new order for Rhodesia, which is expected to be in force by the end of the month. The Governor is expected to sign a new order for Rhodesia, which is expected to be in force by the end of the month. Page 8

Y faces crisis

Cossiga defended the record of his government in parliament. The President is expected to consult with leaders before deciding whom to charge the formation of a new government. Page 7

Hands coal find

National Coal Board has found coal seams thick in a new coalfield in central Wales which could be two thirds of the size of the Vale of Belvoir. It is estimated 450 million tonnes of coal could be mined. Page 5

Workers cost 88p each

spend 88p a member annually on strike aid £9.72 on administration, according to survey by the TUC. The 91 unions in survey had a combined membership of 6,539, a total income of £167,222,456, and contributions averaging £12.68 a member. Page 2

On a Channel tunnel, from Patrick and Mr. on human rights in from Mr Paul Sieghart; a Whistler collection at a University, from Ronald Macfarlane; 3 articles: EEC payments; 3 articles: Iran elections; page 11; Ratcliffe on architecture, from on Kenya, Richard on Rabelais, Stuart Evans on, Gay Firth on Dante; 14, 16; Levin on Poland's general election; Philip Howard on rotten splendours of the Times Cook

1,000 die 'because kidney treatment not available'

An estimated 1,000 kidney patients in Britain died last year because treatment was not available, a doctor said. From being a pioneer in the 1960s, Britain had fallen behind at least 11 other European countries in providing dialysis or transplants because of a shortage of trained staff. The doctor also said Britain is less inclined to treat patients aged over 45 compared with other European countries. Page 4

Germs accident denial

Moscow has dismissed as slander Washington suggestions that an accident involving germ warfare material has claimed many lives in the Soviet city of Sverdlovsk, which is closed to foreigners. According to Tass news agency, this was an American manoeuvre intended to conceal the Pentagon's own production of new chemical weapons. Page 8

Fighting Forest win

Nottingham Forest, the European Cup holders, beat Dynamo Berlin of East Germany 3-1 to reach the semi-final round of the competition. Forest won 3-2 on aggregate, having lost the first leg at home. Celtic were eliminated after losing 3-0 to Real Madrid. Page 12

N Ireland talks: The Government has decided to try to adjourn the Northern Ireland conference on power devolution by Easter. Page 2

Test flight: British Aerospace is to test-fly a modified Buccaneer in an effort to find out why a jet of the same type crashed in the United States. Page 4

Computer complacency: An "air of complacency" over the level of senior civil servants' knowledge of computing is criticized. Page 5

Transport: Five-page Special Report on an industry in a state of uncertainty and change. Page 21-25

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Carter-Reagan wins in Illinois primary

From Patrick Brogan

Chicago, March 19

President Carter and Mr Ronald Reagan won clear victories over their opponents in the Illinois presidential primaries yesterday, and in each case the victory was so sweeping that it may prove decisive. Mr Carter defeated Senator Edward Kennedy by more than two to one, and Mr Reagan won 48 per cent of the Republican vote, against 37 per cent for Mr John Anderson.

Only another complete re-ordering of their popularity, reversing the one that occurred last autumn, could win the nomination for Mr Kennedy over Mr Carter. Only a miracle could save Mr Anderson, or a disaster ruin Mr Reagan. Only defeated candidates believe in miracles.

In New York last night, as the results came in, Mr Kennedy said: "I extend my congratulations to President Carter on his victory this evening in the State of Illinois. I think it would be unfortunate, indeed, if this success would be interpreted as a referendum on the Carter economic or foreign policies."

He swore to stay in the race, and said: "New York will be the referendum on the Carter presidency. New York will be a referendum on what is the direction of the Democratic Party."

He meant, the primary to be held there on the 25th. He also claimed to see "a rather significant deterioration in the support for the administration."

Mr Anderson was equally confident last night. He told his cheering supporters here, "we have just begun to fight."

and promised to go on to the Wisconsin primary in a fortnight where he promises his supporters a victory that he has failed to win in his native state.

Meanwhile, Mr George Bush abstained from commenting on the result. He got 11 per cent of the Republican vote and one delegate to the national convention. In January, he was the front-runner, when he defeated Mr Reagan in the Iowa caucuses.

In February the balloon burst, when he was soundly defeated in New Hampshire. Although he won in Massachusetts a week later, he was routed in four other primaries and Illinois must be the end of the road for him—unless there is one of those longed-for miracles.

President Carter won 65 per cent of the vote and 134 delegates. Senator Kennedy won 30 per cent and 16 delegates. He had the support of the mayor of Chicago and the Cook County Democratic machine, and it failed him.

He discovered that Mrs Jane Byrne, the mayor, is now so deeply unpopular in the city that her support was a burden to him. She was defeated in a number of contests here, and her many enemies gleefully predict the imminent end of her reign in city hall.

Her candidate for State Attorney in Cook County, Mr Edward Burke, was overwhelmed by Mr Richard Daley, Junior, the son of the late mayor and now the leader of the insurgency against Mrs Byrne.

Continued on page 8, col 3

Steel union leaders to seek talks with BSC after adopting 'firm policy'

By Paul Routledge

Labour Editor

Steel union leaders last night decided to seek fresh talks with the British Steel Corporation "within a period of days" on yet another united policy front.

Talks on ways out of the twelfth week, now in its second week, went on for more than two hours among members of the 13-union coordinating committee.

Mr William Sims, general secretary of the dominant Iron and Steel Trades Confederation,

refused to give details of what the unions will put to British Steel. "We know exactly where we are going," he said. "This will be transmitted to the BSC in due course."

He would not be drawn on whether this would amount to an offer of third party intervention, either through arbitration or, more likely, a committee of inquiry into the pay claim and the ability of the industry to pay the 20 per cent sought by the men.

Mr Sims went on: "We intend

to seek a meeting with the BSC to present our reply, and we have now adopted what we believe is a firm policy. We have come to a common conclusion. We have a unanimous decision about what we should be doing."

There has been a growing consensus for third party intervention to break the deadlock. The other option being considered was a ballot by the unions with a view to producing a massive, popular rejection of British Steel's proposals.

Villiers speech, page 2

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Mr Sims went on: "We intend

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HOME NEWS

Unions spend an average of 88p a member annually on strikers' pay and £9.72 on administration

By Paul Routledge
Labour Editor

Unions spend 88p a member a year on strike pay out of a total income of more than £167m, according to a private TUC survey of the labour movement's income and expenditure.

The internal report, which came before the TUC employment policy and organization committee yesterday, is based on figures gathered at the end of last year but relating to 1978; both figures are certain to have risen since then.

Expenditure on disputes, which totalled just over £9m by the 91 unions taking part in the survey, compared with rather more than £115m spent on administration at an average of £9.72 a member.

The figures are likely to fuel the debate on union expenditure to support their members who go on strike. The Government plans to introduce legislation for the purpose of social security regulations that strikers are paid £12 a week from union funds.

According to the confidential report, considered yesterday, fewer than half of the unions that pay dispute benefit specify in their rules the amount it

should be. For those that do, the average is £8.40 a week. Leaders of the Iron and Steel Trades Confederation, whose national strike is now in its twelfth week without dispute benefit, have been saying in private that the only way to combat the Government's plans would be to increase subscriptions substantially so as to build up big strike funds to finance any future industrial action.

The 91 affiliated unions which took part had a combined membership of 11,888,659 (98 per cent of total affiliated membership). Total income was £167,222,456, an increase of 17.6 per cent over 1977. Income from subscriptions was £150,805,883, or £12.58 a member, and that source provided 90.2 per cent of total income.

The average weekly income from subscriptions was 24.4p, and it is calculated that it takes the average worker 7.9 minutes to earn his weekly subscription. Trade union income investments totalled £13,160,512, or 7.9 per cent of the total. The rest came from miscellaneous sources, including the sale of ties and ties.

Total spending on benefits and administration was £139,740,891 or £11.83 a member, an increase of more

than 24 per cent on the previous year. Of this £115,804,513 went on administration: salaries, employees' superannuation, rents, rates, lighting, heating, insurance and office, legal, committee and conference expenses.

In the section on dispute benefit, the survey says: "Seventy-two unions, covering 11,032,907 members, had provision for dispute benefit. Of those, 31, with a total of 7,575,137 members, specified in their rules the level of dispute benefit payable. The average amount payable was £8.40 a week.

"Nine unions with a total of 1,114,999 members paid an amount equivalent to the net take-home pay of the members in dispute. The remaining 32 unions, with a membership of 2,342,771, left the determination of the level of benefit to their executive committees.

"In 1978, 45 unions with 10,378,426 members had expenditure on dispute benefit to a total of £9,023,276 or 88p a member. This represents an increase in expenditure on dispute benefit of 11.85 per cent, and in expenditure per member of 100 per cent (from 44p) compared with 1977."

Cleethorpes will get rate bills on time

By Donald Macintyre
Labour Reporter

Ratepayers at Cleethorpes, Humberside, could have among a select few in Britain to receive their rate demands on time if the dispute between town hall and their white-collar staff is prolonged.

Cleethorpes Borough Council yesterday became the first of the 456 councils in England and Wales to announce that it had reached agreement with the National and Local Government Officers' Association.

National negotiators on both sides were surprised by the settlement reached by the council and its 170 white-collar staff.

Under the interim settlement, which Nalga said would provide for comparability payments of between 10 and 15 per cent, compared with the average 8 per cent on offer nationally, the union has agreed not to take disruptive action in the borough.

While the union greeted the move as a fresh indication that local authority employers were "dismissing" officials involved in national negotiations on the management side lost no time in publicly decrying the significance of Cleethorpes, given its size. It has a population of 70,000.

Police played little part in the council's decision. Labour has the most members, but it has far from a controlling interest.

Mr Ronald Farmer, the chief executive, said last night: "The council and staff of the council felt that their action was in the best interests of ratepayers and residents."

The settlement avoided incurring the extra costs that would be caused by disruptive action. The council would be able to operate a wide range of sanctions in addition to refusing to process rate demands.

Meanwhile, the results of the ballot of Nalga staff at nine council airports, including the charter flight centre of Luton on a four-day strike call are not expected until early next week.

Easter holiday flights from the airport, which would almost certainly be grounded for four days if the staff voted in favour of the strike.

Mr Sidney Platt, the union's Midlands district organizer, said yesterday that the union would seek to bring the dispute to a conclusion by the end of the month, including telephonists and computer staff if they would strike if necessary. He claimed that there could be a serious impact on local council elections in May if the dispute went ahead.

Warning of further tragedies if fire precautions are not improved

Seven escape in second London hostel blaze

By Nicholas Timmins

Voluntary organizations and MPs voiced fears yesterday that further tragedies may follow the blaze at Kilburn, north London, on Tuesday unless fire precautions in such hostels are improved.

Early yesterday fire, swept through another London hostel. Six men and the hostel's woman warden escaped serious injury in the blaze, an East End hostel, at 220,000 or more to local basic precautions such as enclosed stairwells, fireproof doors and fire escapes in a hostel to house 20 or 30 people.

Mr Joseph Dean, Labour MP for Leeds West, is to table amendments to the Government's Housing Bill, which would place a duty on local authorities to register hostels and provide grants for fire precautions, on a sliding scale to match the grant to the amount of work needed.

That report recommended that hostels and lodging houses should be brought within the Fire Precautions Act, 1971, which lays down fire safety standards for hotels and guest houses. But the Home Office said yesterday that while consideration is being given to bringing hostels and old people's homes within the Act, there are no proposals to include hostels.

Mr Paddy Conner, of the Campaign for Single Homeless People, said yesterday that since the 1976 report, there

have been at least 21 fires in hostels and houses that we know were "an absolute certainty" that there would be further tragedies like this unless action is taken.

The law relating to the housing of the Public Health Act, 1936, was a "quagmire". The Government Bill does provide for £500 towards fire precautions where a local authority installation. But the figure was "nuts" compared to the costs, and the Bill requires registration of the imposition of cautions.

Mr Dean's proposals provide grants of £50 for external fire-escape, £100 for fire-resistant door and up to £100 for external fire-escape. Mr Albert Staller, MP for Camden, St North and chairman of all-party committee on homelessness and homelessness, motion calling for a debate and a meeting with Mr Hesling, Secretary for the Environment.

His private member's Bill to make such changes run out of time in the face of government opposition last November. But he said yesterday that he hoped there would be a change of heart in the Government to change its mind.

He said there were many disasters like that at Kilburn which would happen again if nothing was done.

A report from the Department of Health and Social Security, Hostels and Lodgings for Single People, said four years ago that "the risk of a tragic accident involving serious loss of life is very great."

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That report recommended that hostels and lodging houses should be brought within the Fire Precautions Act, 1971, which lays down fire safety standards for hotels and guest houses. But the Home Office said yesterday that while consideration is being given to bringing hostels and old people's homes within the Act, there are no proposals to include hostels.

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have been at least 21 fires in hostels and houses that we know were "an absolute certainty" that there would be further tragedies like this unless action is taken.

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Mr Dean's proposals provide grants of £50 for external fire-escape, £100 for fire-resistant door and up to £100 for external fire-escape. Mr Albert Staller, MP for Camden, St North and chairman of all-party committee on homelessness and homelessness, motion calling for a debate and a meeting with Mr Hesling, Secretary for the Environment.

His private member's Bill to make such changes run out of time in the face of government opposition last November. But he said yesterday that he hoped there would be a change of heart in the Government to change its mind.

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Government decide adjourn Ulster talks

From Christopher Thomas

The Government decided yesterday to adjourn its constitutional conference on power devolution to Northern Ireland by Easter. The Cabinet will get an early report on the outcome of the talks, and further discussion will be drawn up.

Delegates of the Social Democratic and Labour Party and the Alliance Party made clear to Mr Humphrey Allister, the Secretary of State for Northern Ireland, that the clash over power-sharing had brought the talks in effect to an end and that the agony should not be prolonged much longer.

The only scheduled meeting was the meeting of the Executive on March 31, but there is some prospect of additional talks being set aside so that all items on the 14-point agenda can be properly discussed.

The outcome is currently disappointing to the Government. Mr Ian Paisley, the "loyalist" representative at the conference, scuttled any hopes of success by his outright refusal to accept the principle

that the SDLP, while not about to leave the Catholicism of Northern Ireland, should have a voice in Cabinet or executive insisted that the major should take all the seats.

The SDLP told Mr Paisley that the impasse over sharing power rendered all other items irrelevant a few minutes into the cursory explanation of the agenda, entitled "Minorities".

Quite clearly the motions to complete item on the agenda. Mr Paisley now sums up in the all-party propaganda war that is a background to the co-

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More tax men 'would save £500m'

By Our Labour Staff

Five Civil Service unions yesterday launched a campaign to persuade the Government that it should be recruiting more tax inspectors rather than employing 1,000 extra staff to stamp out social security fraud.

They claimed that while frauds were costing £50m a year, the cost of evasion of income tax and VAT was between £5,000m and £11,000m a year.

Mr Gerry Gillman, general secretary of the Society of Civil and Public Servants, said: "It may be that the Government is paying its political debts, but I think what it is doing is morally reprehensible."

The unions believe that the employment of an extra 1,000 income tax inspectors and 1,000 VAT inspectors would yield at least £500m.

Mr Anthony Christopher, general secretary of the Inland Revenue Staff Federation, said: "Between £1,000m and £3,000m of tax is not collected each year. The lower figure is precisely the figure that Mrs Thatcher is trying to recover from the EEC."

If that money could be collected it would be sufficient to allow for a cut of 5p in the pound in the basic rate of income tax.

Dublin kidnap trial next month

The trial of three Northern Irish men who have been charged over the kidnapping of Mrs Anne Saville, bank manager's wife, and family, is to start on April 15, the Special Criminal Court in Dublin decided yesterday.

John O'Doherty, aged 34, and Henry Doherty, aged 21, were remanded in custody yesterday but Vincent Fegan, aged 24, had his bail continued.

Britain 'is facing an industrial killer'

By Peter Hill and Ronald Kershaw

Britain was facing an "industrial killer", consisting of a dreadful rate of inflation and a petro-currency of unnatural strength, which was threatening not only the British Steel Corporation, RSC, but other industries too, Sir Charles Villiers, chairman of BSC, said yesterday.

"We cannot go on being screwed by this combination of a petro-currency with inflation, which is trampling our heavy industries into the ground. Industrial survival is at stake."

Speaking to the Federation of British Cutlery Manufacturers in Sheffield, he said that the most beneficial thing for British industry would be for sterling to fall to a substantially lower level against other main currencies.

But that should not divert industry from its main task of increasing efficiency, productivity and added value to match the world of the 1980s.

European and Japanese competition posed the biggest threat. The RSC was losing heavily from the over-valuation of sterling, since it could not recover costs increased by inflation because of imports that received a "price shelter" from the strong pound.

The volume of exports fell as costs rose with inflation and the sterling value of exports was held down by the strong pound.

It was important to compensate for the petro-currency of sterling with the maintenance of the principles of free trade.

During his visit to Sheffield, Sir Charles agreed that the corporation had been approached by private sector interests with a view to investment in BSC activities. He said that Guest Keen and Nestlé and BSC had had discussions about partnership in the bar division of the corporation and there had been other approaches. He declined to identify the companies and divisions other than to say that there had been no inquiries in Yorkshire and Humberside.

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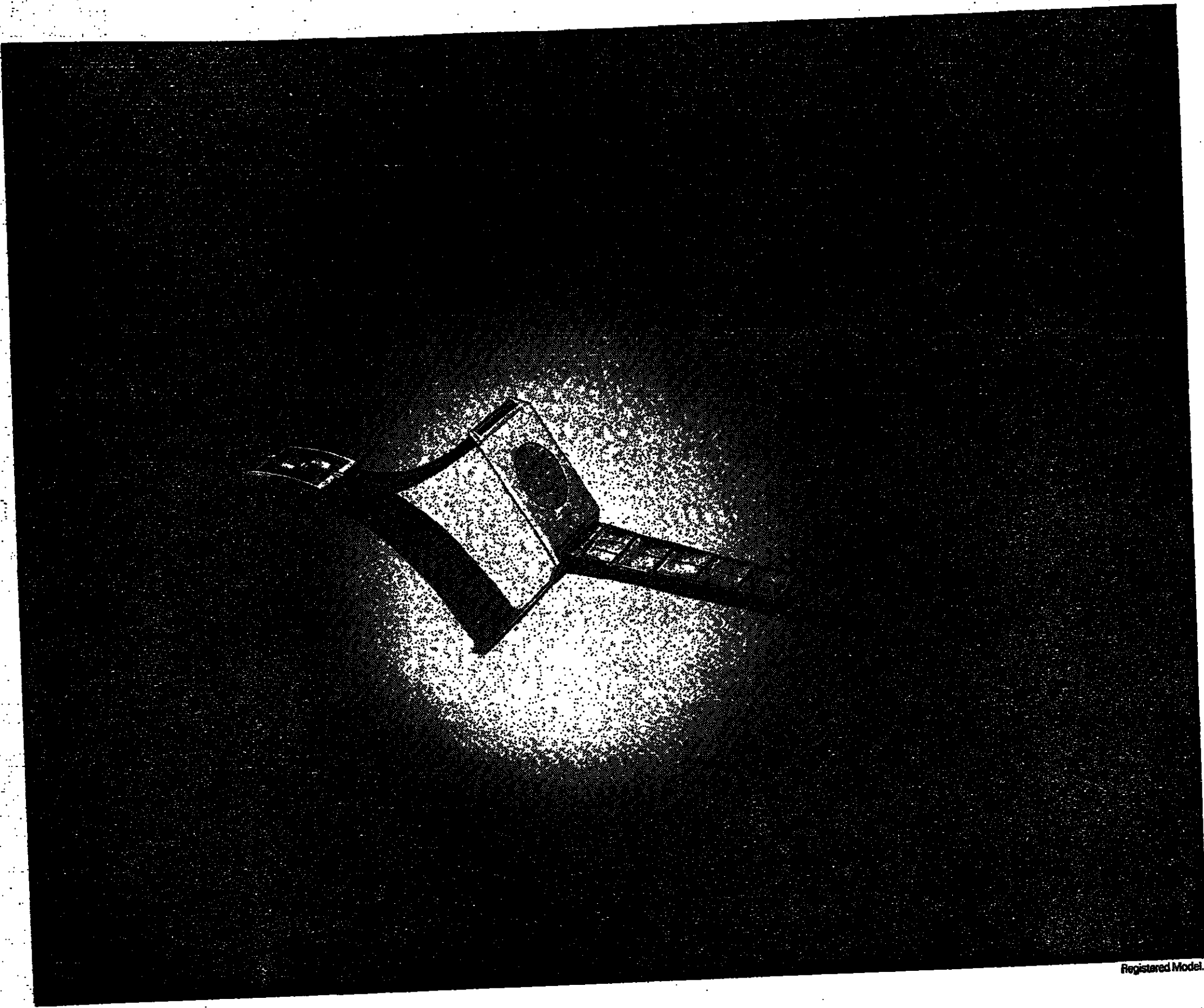
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HOME NEWS

1,000 British kidney patients die as shortage of staff curbs dialysis or transplants, doctor says

By Annabel Ferriman

Health Services Correspondent

An estimated 1,000 patients died in Britain last year from kidney failure because treatment was not available, Dr Antony Wing, of the European Dialysis and Transplantation Association, said yesterday.

Britain had fallen behind in providing dialysis or transplantation because of a lack of resources. From being a pioneer in the 1960s, it was now behind at least 11 other European countries, he said.

There were slightly more than 1,000 new patients in 1978, and that figure probably represented just over half of those who required treatment. The rest were left to die.

The problem was not a lack of kidney machines, but a shortage of staff to run them all the time, to teach the patients how to use them and to nurse the patients who required treatment, he said.

Dr Wing, a consultant physician specializing in renal medicine, said that Britain was also less inclined to treat patients over 45 with dialysis or transplants compared with other European countries.

"Some of us have to tell lies to older patients, partly to make the patients more comfortable and partly to make ourselves more comfortable."

"We have to say to them that their hearts are too dodgy to stand he strain of dialysis. But we are getting fed up with telling lies", he said.

Dr Wing said it possible to deduce that Britain was treating only just over half of those who required it by comparing the rates of treatment in Britain with the rates of other European countries.

Britain accepted for treatment by dialysis or transplant only 21 new patients per million in the population in 1978, compared with between 30 and 40 per million in many other countries.

The National Kidney Research Fund was looking for more than £1m for research into kidney disease and transplantation. Last year the fund had £447,000 for research and had to reject half the research projects put to it.

More than 1,500 patients were awaiting transplants, although Britain was higher up the European league table in providing transplants than for dialysis. In 1978, 930 transplants were carried out in Britain, which at 17 per million of population was higher than in any other European country except Norway, Finland, Sweden and Denmark.

Dr Wing said it was cheaper and more satisfying for the patient to have a transplant than to provide dialysis. Hospital dialysis costs about £10,000 a year, whereas a kidney transplant costs about £10,000 for the first year, but only about £3,000 for the second year and £1,000 a year after that, depending on what drugs were used.

Survival rates for transplants

had substantially improved over the past five years. Survival in young adults in the past three years was 70 per cent at three months and 53 per cent at three years. If the transplant did not work, the patient did not die but went back on dialysis.

One of Dr Wing's patients, Mrs Vera Charteris, from Isleworth, Middlesex, who has been on dialysis for five years, said she was hoping for a transplant.

"Dialysis is no better than half a life. I am up here six hours a day, three days a week and on the other days I do not feel that great", she said.

The annual report from the organization, *UK Transplant*, which was published yesterday, showed that since 1972 Britain had carried out 4,761 transplants using kidneys from dead bodies.

The leading British centres are: Guy's Hospital, London (533 transplants); Birmingham (512); Newcastle (341); Cambridge (277); Manchester (254); Liverpool (203); Cardiff (198); Oxford (185); Glasgow (178); Royal Free Hospital, London (161); Leeds (155); and Edinburgh (137).

The report is available from Southmead Hospital, Bristol.

Canoeists rescued

Three Army cadet canoeists and their instructor were rescued from high seas by a Royal Navy helicopter two and a half miles off Exmouth, Devon, yesterday.

Study urged of new childbirth technology

By Our Health Services Correspondent

Elaborate and expensive pieces of equipment have been introduced into the process of childbirth without any systematic studies of their advantages and disadvantages, a report published today states.

The report, produced by the Council for Science and Society, says that the monitoring of bodily processes made possible by modern technology was more sensitive, more reliable, and usually cheaper than was possible for human observers unaided, and thereby contributed to safety.

It also extended the range of procedures that could be applied and, properly used, should give professional staff more time to spend in meeting the psychological needs of patients.

But there were dangers. "Elaborate equipment tends to divert the attention of staff, and to mystify patients and add to their anxiety. And equipment goes wrong, sometimes suddenly and dangerously."

The working party drawing up the report, which included a consultant obstetrician, a former midwife and a professor of mental health, recommends that more information be collected and used to discover which equipment is the most useful.

Childbirth Today (Council for Science and Society, 3/4 Andrew's Hill, London, EC4V 5B7, £1.50 paperback or £4 hardback, 30p postage).



Rarest stamp: Mr Howard Fraser, chairman of Stanley Gibbons International, examining the world's most valuable stamp, the British Guiana 1856 one cent black on magenta, which is an display in Gibbons's London premises before

being offered at auction in New York on April 1. It was last on offer, in New York in 1970, it fetched £10,000. The stamp was originally discovered in 1873 by a schoolboy in Demerara, British Guiana.

Four suggestions to make up for school bus fares

By Our Education Correspondent

Alternative ways of raising the £1.6m needed by Kent to make up for the loss of expected income from school transport charges were approved yesterday by the education subcommittee of the county's finance and general purposes committee.

The subcommittee proposed that school meal charges should

be raised to 45p from April 1, producing an estimated saving of more than £250,000; that adult education fees should be further increased to produce savings of £170,000; and that spending on books and equipment in schools and colleges should be cut by at least £200,000.

It also recommended that more than £200,000 should be saved by replacing only "key"

teaching posts in schools. Each post would be examined and, if possible, a decision taken on the basis of the subject and the school involved, on whether a new appointment should be made.

The subcommittee said that a group should be set up to examine discretionary school transport after some council- lours had suggested that Roman Catholics and others who

enjoyed free school transport should pay the full fare.

Kent is one of the local education authorities in England and Wales to allow an allowance in the education budget for from school bus charges. The Education Act 1944 would be enacted.

Buccaneer test flight in hunt for crash cause

By Arthur Reed

Air Correspondent

The British Aerospace works at Brough, Humberside, is planning to modify a Buccaneer strike aircraft with strain gauges and other test equipment in an effort to discover what caused an RAF Buccaneer to crash in the United States with the loss of both crew members.

The test aircraft will be flown from the airfield at Spalding Moor in manoeuvres designed to put increasing loads on the mainplane front spar of the inner wing. It is thought that that wing of the RAF aircraft, which was taking part in a bombing exercise, may have cracked in flight.

Witnesses said they saw a wing break away before the crash, and a examination of the wreckage found cracks in the spar. But no final conclusions about the crash cause are being drawn by the British aircraft industry until tests are complete.

After cracking had been found in the wings of some others, all 30 Buccaneers operated by the RAF in West Germany, and 50 in Britain, were grounded, although the crews remain ready to fly them in an emergency.

While air tests are being prepared for an RAF Buccaneer found to be free of cracks, British Aerospace will carry out ground tests on two of the aircraft which have bad cracks.

The suspect parts placed in a fatigue rig to test the forces experienced in at a far greater frequency than in normal flight. It is hoped the tests to show why the test aircraft crashed.

The rig has had a constantly under stress "flying" hours been completed by a aircraft in squadron service.

A decision will be on the tests are over on the RAF's Buccaneer provide an important the Nato low-level strike should be grounded or and put back in service.

If the former court- lowed the Government have to consider buying more aircraft from the States.

Buccaneers were de- fly from aircraft carrier level sea operation angled-deck carrier phased out, the Roy aircraft were handed over RAF, which operat down to 200ft at speed than 600 mph.

The Ayatollah, Yugoslavia, Michael Edwardes and BSC?

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Race IQ scores 'cannot attributed to test bias'

By Diana Geddes

Education Correspondent

The wide differences in the intelligence scores of blacks and whites in the United States cannot be attributed to any bias in the mental tests used to measure intelligence, Professor Arthur Jensen contends in an 800-page study of mental testing, published today.

Professor Jensen, who is professor of educational psychology at the University of California, Berkeley, caused controversy throughout the world when he claimed in an article in the *Harvard Educational Review* in 1969 that 80 per cent of the variation in intelligence test scores could probably be attributed to genetic factors, and that black people in the United States were some 15 intelligence quotient (IQ) points lower than white people.

His critics were quick to attack his findings on the ground that the most widely used standardized tests of mental ability were culturally biased and unfair to racial minority groups.

In his latest book Professor Jensen sets out in detail the results of his extensive research

into the notion that quality of reason manipulative intelligence contrast to memorization other forms of memory.

He concludes that:

1. The argument that better than blacks have larger vocabularies is wrong. In fact, blacks are slightly better than whites on non-verbal tests.
2. IQ tests, both verbal and non-verbal, are not measures of "white culture" but are actually do better on loaded tests than on "fair" tests, which are constructed to root out differences more familiar to class whites than to blacks.
3. The idea that "culture tests" drawn up by whites inevitably favour whites is wrong. In a Japanese of the American intelligence scale for Japanese children average six points higher than white American children.
4. When white and black status are tested, whites on average 12 IQ points than blacks.

Bias in Mental Testing (151s).

Scots MPs to question BBC about cuts

From Our Own Correspondent

Glasgow

The Scottish select committee of MPs is to question BBC officials about the proposed disbandment of the BBC Scottish-Symphony Orchestra and a reduction of education programmes produced in Scotland.

The committee expects that Mr Patrick Ramsay, controller of BBC Scotland, will be among those giving evidence at the Commons hearing within the next two weeks.

Rugby player accused of bodily harm

From Our Correspondent

Wolverhampton

Cordon Doble, capped Wolverhampton rugby player, is accused of grievous bodily harm.

Mr Doble, of Pen Avenue, Tottenham, is charged with grievous bodily harm to Anthony Higley, aged 21, a match at Wolverhampton last night.

Mr Higley, who was 17 for Stourbridge, was a 1st England Colts captain in his career in the game.

Mr Doble is a toolmaker's elder brother, Sam, who died in 1977, played for Macclesfield, England.

possibility of violence alienated blacks feared by race body

Evans Correspondent

mission for Racial is seriously worried possibility of violence young black to have become alienated of the lack of jobs housing.

lay Roper, a senior the commission restor public and com- vices, said yesterday the issue was dealt society came to its ve could well see as such as we have seen in the past. We are committed to avoid added.

speaking at a press e to introduce a book- youth in multi-racial which was published by the commission, as of a lack of action, of warnings given as at 1967.

at committee's report rents and the youth en said: "If England be the scene of race ine for action is now, may be too late."

sklet says that black particular feel that subjected to constant necessary police. "Insensitive behaviour police, such as the d subsequent release nity relations staff in hich caused the "black local liaison commit- reate long-term struc- ice provide more race

relations training than most bodies, the booklet says, yet prejudice still exists. Many white magistrates and magistrates' clerks serving in multi-racial areas do not have adequate knowledge of minority groups.

Greater emphasis should be given to community policing, in the commission's view, and less to mobile patrols.

The booklet refers to large groups of black youths living near the centre of big cities who are virtually or totally alienated from society.

"Government should see the needs of alienated and at-risk young black people as the highest priority," the booklet says. "Unless policy is able to tackle their needs, there is a danger that we will create a whole generation of alienated black adults."

The commission wants a minister for youth to give the needs of young blacks greater priority, with funds allocated to deal with them. Local authorities should have a youth policy committee and youth policy unit.

The Government should urge the Association of Chief Police Officers and individual police authorities to continue to adopt more sensitive policing practices in multi-racial areas. Ethnic minority organisations should be involved in improved forms of disposal of juvenile cases by magistrates.

Young in Multi-Racial Society: the urgent need for new policies (Commission for Racial Equality, £1.50).



Photograph by Chris Ball

Mr Dirk Bogarde (right) talking to a fellow actor, Mr Edward Fox, at a London luncheon yesterday to mark the publication of his new book.

Newspapers breached advertising code

By Robin Young

Complaints against two newspapers have been upheld by the Advertising Standards Authority because of special offers made in breach of the British code of advertising practice.

A complaint against the Daily Express was upheld because a toaster described as "brand new" just off the assembly line was almost identical to

a model which had been on sale for more than a year.

The Observer was criticised for failing to include a full postal address in the body copy of an advertisement for one of its special offers.

In another case the authority criticised the publishers of the magazine History Today for an advertisement which was headlined "What happened when

the Nazis and Zionists joined forces" and showed a symbol uniting the Star of David with the swastika.

The authority concluded that the advertisers had genuinely tried to avoid giving offence, but in spite of their efforts a substantial section of Jewish opinion had been gravely upset, so the complaints had to be upheld to that extent.

Coalfield in Midlands 'can yield 350m tonnes'

From Our Correspondent Derby

The National Coal Board has found coal seams 20ft thick in a new coalfield in central Warwickshire, which may be two-thirds the size of that in the Vale of Belvoir, county officials have been told.

The newly found field is thought to contain 2,850 million tonnes of coal. It is estimated that 350 million tonnes could be recovered, giving a life of more than a century to any pits sunk.

The new field, covering 370 square kilometres, is south of Coventry, close to Leamington Spa and Kenilworth. It is expected to take between 11 and 15 years from the time the coal board decides to submit a planning application until coal is extracted.

"This is the biggest post-war event the county is likely to experience", Mr P. G. Swann, Warwickshire county planning officer, has said in a report to his council.

A coal board project team is studying the feasibility of the scheme but the board has not yet considered recommendations on pit shaft sites.

In his report Mr Swann said: "Members will rightly be cautious about the developing situation."

Unlike Belvoir, central Warwickshire is densely populated, a honeypot for tourists, and comprises many activities of an industrial, commercial, cultural and leisure nature, which could be seriously disturbed by large scale coal mining.

One adult in 10 risks 'becoming alcoholic'

By a Staff Reporter

Alcoholism is now an epidemic and one adult in every 10 in England and Wales, about five million altogether has biochemical disorders linked with drinking regular amounts of alcohol probably regarded as normal, doctors state in a report published yesterday.

"These people are probably dependent, although they are at present unharmed", the report, by the 2,000-member Faculty of Community Medicine (part of the Royal College of Physicians) says. But they were at risk of becoming alcoholics in the sense of those harmed by long-term drinking.

Deaths from cirrhosis of the liver had doubled in number within a generation to 2,000 a year, and more than half a million adults in England and Wales alone were estimated to be alcoholics or those harmfully affected by long-term drinking.

Taking Britain as a whole, the number had been estimated at about a million.

Professor Sir John Brotherton, president of the faculty, said yesterday: "Cirrhosis is a dreadful disease; such a horrible way for people to die, and specifically related to alcohol consumption. But alcoholics are also at risk of cancers of the head and neck, strokes and heart and chest disease".

The report calls on the Government to increase tax on alcohol, cut the number of outlets,

such as supermarkets, where drink can be bought, and ban all advertising for drink except at the point of sale.

Drinking levels must be cut, it adds. "The closer one approaches a level of four or more pints of beer each day, or its equivalent in wine or spirits, the greater the danger of long-term harm."

Sir John said that whisky ought to be two or three times the present price. "In relation to bread, the staff of life, the cost of beer and whisky has fallen considerably in the past 25 years."

The report estimates that consumption in Britain a head has doubled in 25 years.

Drinking was a burden not only on the health service but also on prisons and the social services. Convictions for drinking and driving offences had more than doubled since 1950 and now caused about 1,200 deaths a year, about one in five of all road deaths. Drinking was also linked with violence, broken marriages and battering, and absenteeism.

The faculty calls for 1 per cent of the revenue derived by the Government from drink to be diverted to health education against alcoholism. That would amount to about £23m on last year's £2,339m total.

Particular attention should be paid to certain occupation groups associated with high risk, including the drink business, entertainment, the Services, journalism and medicine.

A Recommendation for Prevention of Alcohol Related Disorders, (Royal College of Physicians, 28 Portland Place, London, W1N 4DE) (free).

'threats electors'

By Philip Warman

ment

dent

al Government Plan- Land Bill represented est threat to the con- independence of rment in this coun- the nineteenth cen- r Godfrey Taylor, of the Association of an Authorities, said. An emergency meet- policy committee of tion has been called the matter on March

rey said that all the arment associations their best to convince ment of their objec- he block grant. "The ie joint associations' s have been rejected is now no alternative t to oppose the Bill opportunity."

I would enable any of State for the En- to override the right of local elec- decide for themselves of government they see in their local

ld well lead to direct ce by ministers, not the overall spending f individual authori- so on their spending idual services", he

uld well lead to deciding for electors they should put the riority on housing or vices or education. It will limit the demo- of electors in an manner that must d."

Help offered to declining rural Wales

From Tina Jones

Cardiff

Measures to save the small villages of mid-Wales from continuing social and economic decline were announced yesterday by the Development Board for Rural Wales in the wake of alarming reports of rural deprivation in public transport, shops, jobs, post offices and schools.

For decades the area from the head of the southern coal valleys to Snowdonia in the north has suffered economically and socially as lack of job opportunities drove young people to seek work elsewhere.

That trend has been halted in the larger towns, where special incentives have attracted factories which offer hope of employment to school-leavers. But the remote villages have little hope of attracting industrialists.

In an effort to reverse that decline the board has announced that it is to offer special initiatives to 25 villages in the area.

Based on a self-help pattern, the villages will be offered expert guidance to establish small businesses and shops, run community buses and establish social projects.

Firebomb found: The Welsh holiday home fire-raisers may have chosen a new target, the railway station at Porthmadog, Gwynedd, on the Festiniog railway, "used by thousands of holiday-makers every summer. An Army bomb disposal team from Hereford, flown to the scene by RAF helicopter, defused the bomb.

Leading article, page 19

a to end secrecy on how profits are fixed

agriculture

ident

onsumers' Association rday that the formula the Government to fix fits should be made called for an investi- the dairy industry by opolies and Mergers on to see whether the ivery system was run y and as efficiently as

sociation was comment- report about milk dis- commissioned by the enz and issued on a basis to interested ions. "We feel that at- ists the investigation ysis stopped just when

it began to get interesting", the association said.

It was disappointed that the accountants who compiled the report did not question whether the present system of fixing milk prices and profits was necessary. "As the system is broadly cost-plus and would thus tend to hinder efficiency and innovation, some kind of assessment of its desirability would have been welcome", the association said.

"From the consumer point of view the system has clear disadvantages. Dairy companies may simply pass on increased costs to their customers via higher prices, confident that their competitors will raise their prices by the same amount on the same day."

missed Asian teacher's dish 'not good enough'

By Correspondent

man

teacher whose was judged to be "not ough for primary was appointed to a post in a primary it is disclosed in the reasons for a decision Birmingham industrial just published.

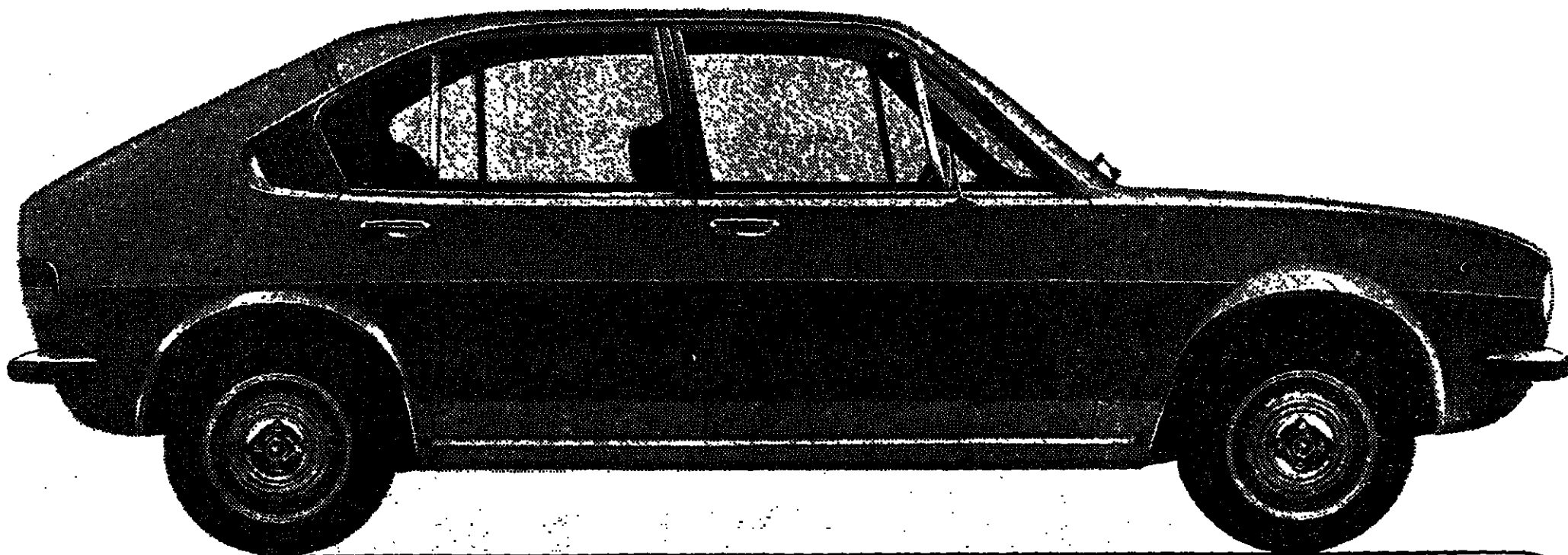
ammed Hasen taught years in the Edgar s primary school until dismissed on the recom- of local school s and the schools In-

end of public hearings this year the tribunal claims from Mr Hasen was racially discrimi- against and unfairly d. The tribunal was told lack of good grammar had in lack of progress by and indiscipline.

The National Union of Teachers, which represented Mr Hasen, is considering appealing against the decision on unfair dismissal because Walsall education authority knew of a difficulty before it appointed him.

At the public hearings it was argued that Mr Hasen's accent created no more difficulty than that of an Irish, Scottish or "Geordie" teacher. The tribunal was told that children were listless and disciplined, and that some were found pronouncing the word "vertical" as "wortical".

Mr Hasen, of Malmesbury Road, Small Heath, Birmingham, speaks five languages and is an MA and BA of the Punjab University, qualifications recognised in Britain and backed up by a teaching course at Wolverhampton College of Further Education, which he undertook before starting to teach.



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COUNTRY LIFE
SPRING GARDENS NUMBERSpring Gardens
Number

WHO'S WHO OF GARDEN DESIGNERS

Arthur Hellyer describes the gardens of Mottisfont Abbey, Hampshire, which were created by a succession of eminent designers since 1800, and which contain much more than the renowned roses.

WELSH POPPIES TO TIBETAN BLUES

Mary Gallup reviews the range of meconopsis and some of the varieties in cultivation today.

IMPECCABLE ALPINES

Will Ingwersen makes a personal choice of some rock plants that are perfect in flower and form.

PLANTING IN WOODLAND

Roy Lancaster considers some special measures necessary when gardening in woodland shade, where tree roots abound and plants compete for light and sustenance.

ROTTEN TO THE CORE

A.G. Healey suggests an uncomplicated programme of spraying and other measures to control pests and diseases of garden fruit.

COUNTRY LIFE
On sale now

HOME NEWS

'Widespread breaches' of discrimination Act over women teachers

By Frances Gibb

Widespread breaches of the Sex Discrimination Act within the teaching profession, involving in particular married women with children, are revealed in a survey published today by the National Union of Teachers.

The survey of 3,000 women teachers, backed by the Equal Opportunities Commission with a £4,000 grant, shows that some local authority officers and councillors, head and senior teachers, break the law when making appointments and promotions.

It also shows that despite the Equal Pay Act nearly 80 per cent of women teachers are on the lowest two salary scales compared with 50 per cent of men teachers. Although men and women teachers receive equal pay, the average salary for a woman teacher remains far lower than that for a man.

The extent of discrimination is sufficiently widespread, the NUT says, to cause it "disquiet and concern". Mr Jack Chambers, chairman of the NUT equal opportunities committee, said: "Our main concern is that this research is the tiny visible tip of a profound iceberg of discrimination against women, which is consigning them to a lower status in society."

A quarter of unsuccessful internal applicants and slightly fewer external applicants felt they had been discriminated against in applying for jobs. One example of discrimination was a Loughborough primary school which started as a qualification for the job the ability to sing in the local church male choir.

Breaches of the law occur in several ways. Jobs are covertly earmarked, so that although the advertisement asks simply for a teacher, the employers already have in mind that they want a man or a woman.

Graded posts are allocated in such a way that they favour men. For instance, many of the

highest grade posts are linked to other jobs such as running the physical education or boys' games, the survey says.

Women are discriminated against when applying for jobs by the kind of questions they are asked. These include such questions as whether they are hoping to have a family, whether their husbands move around in their jobs and what their husbands think of their applications.

The survey shows that although women make up nearly 60 per cent of the teaching profession in England and Wales, they hold just under 40 per cent of headships.

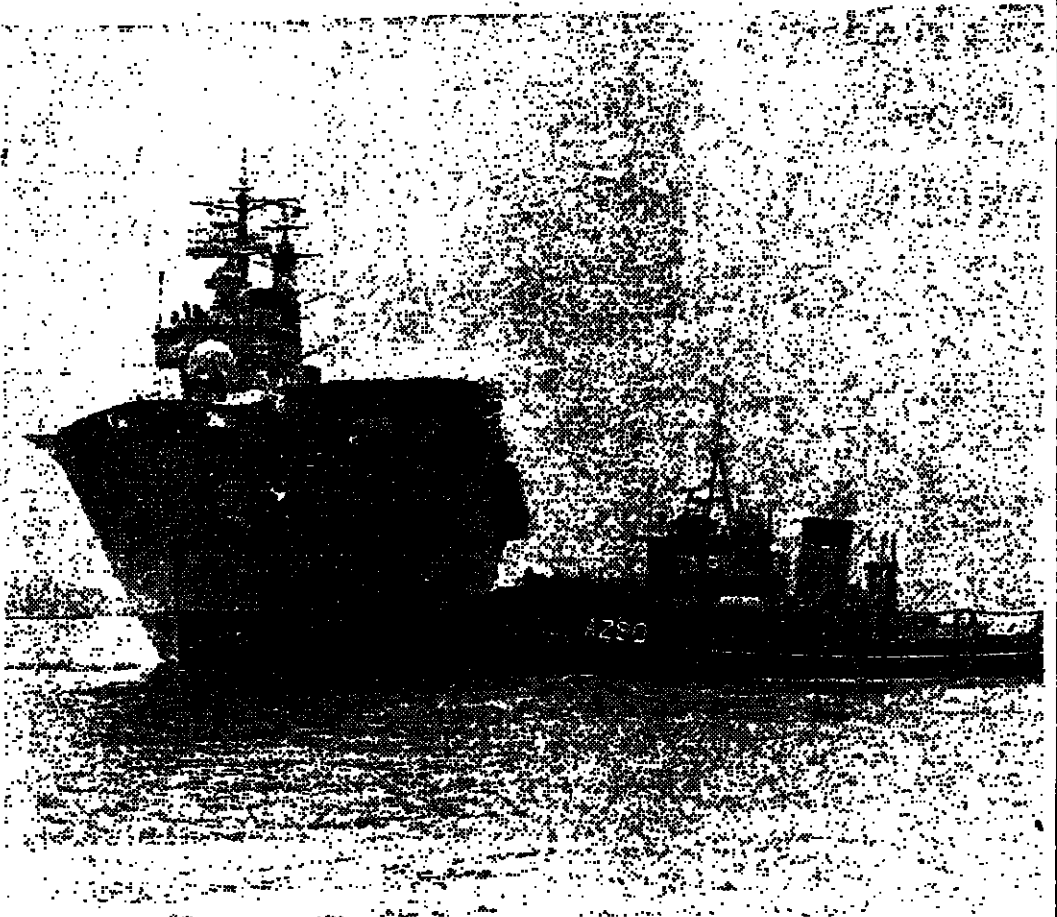
Married women, particularly those with children, are most discriminated against, it says. Although most married women have a break from teaching to have children, they still earn less than a single woman with equivalent length of experience when they return.

Women are concentrated in primary schools (77 per cent of the full-time teaching force) but have only 43 per cent of the headships. In secondary schools, they account for 44 per cent of the teaching force and one per cent of the headships.

The survey also demolishes the myth that women teachers are married, have family commitments and are not interested in promotion. The survey says that all teachers, young, old, single and childless, are related to that image, with inevitable disastrous consequences for their career prospects.

The NUT, which has four women on its 44-member executive, said that the findings had led to a policy change which represented an important departure in its thinking about women.

It is planning a detailed analysis of teachers' salaries at all levels and an extensive publicity campaign of its findings; it is also setting up local working groups to collect and disseminate evidence on discrimination.



The anti-submarine cruiser Invincible, the largest warship to be built for the Royal Navy for 25 years, being helped by a tug to her mooring at Portsmouth today.

Royal Navy accepts Invincible

From Henry Stanhope
Defence Correspondent
Portsmouth

The £175m Invincible, which at 19,500 tons is the biggest warship to be built in Britain for a quarter of a century, was finally accepted into service by the Royal Navy at Portsmouth yesterday.

She is the first of three anti-submarine carriers, once better known as through-deck cruisers, conceived in the 1960s after the Government had abandoned plans to build a large conven-

tional aircraft carrier to succeed the Ark Royal.

"This is a proud day for the Royal Navy and the start of a new era in naval aviation," Admiral Sir Henry Leach, the First Sea Lord, said in a signal which was read by Captain Michael Livesey, who took over command.

The red ensign was lowered, the white ensign was raised to flutter frantically in the drizzle and biting wind, and the Vickers shipyard crew who had sailed the ship from Barrow for the ceremony left to catch the train home.

The first job for the naval crew, which eventually will total 900, will be to take the ship into dry dock to be fitted with anti-submarine sonar equipment and new propellers.

Both Captain Livesey and Mr William Richardson, chairman

of Vickers Shipbuilding Group, strenuously denied that there was anything wrong with the existing propellers, but adjustments had to be made to achieve perfection and the old set would serve as spares.

The Invincible will be armed with Sea Dart anti-aircraft missiles and equipped with nine Sea King helicopters and five Sea Harrier vertical take-off aircraft, whose performance will be improved considerably by the seven-degree ramp, the so-called ski-jump, on the forward end of the flight deck.

After emerging from dry dock in three weeks she will begin a series of trials in the Channel before being commissioned into the Fleet in July by the Queen, who launched her at Barrow three years ago.

The Invincible will not be fully operational, however, until the middle of next year.

Whiteha compute knowled attacked

By Peter Heeney

Senior administrative managers in the C are not receiving the help they need in the computers although dependence on the execution of administrative tasks is Mr Derrick Croisdale, director of systems, the Civil Service C.

Mr Croisdale, who March edition of a Series in Government, is apparently not part by top civil servants more training, especially to last more than . . . Computers are said to be left in the hands of specialists.

Criticising the "placidity" of senior officials about computing, he calculates that about of the 750 civil servants who are under-sec and above are working in computers. It will be required to do managerial decisions on computer-supply and of them will be left to do the development will provide them with any experience as he says.

He developed while working for a national administrative Science won him a prize Service's Halda competition.

He maintains a career bias is weighted towards. "They are in own inspiration and in which they which, in turn, the help to reproduce."

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Police back integrity of the DPP

By Our Home Affairs Correspondent

Mr James Jardine, the Police Federation chairman, said yesterday that members resented efforts to cast doubt on the integrity of the Director of Public Prosecutions and his judgment in cases involving the police.

He said, at a meeting of the Federation at Ipswich: "If the day ever comes when the director feels it necessary to yield to public clamour and to start putting up police officers as sacrifices to the prejudices of people who take it for granted that the police are always in the wrong, then that will be the day when a mortal blow is struck, not only at the police service but, at the rule of law in this country."

Where police officers were the subject of complaints of criminal behaviour the decision on whether prosecution should follow should continue to be based on well-established legal principles, he said.

He added: "The DPP should make his own decision as to whether the evidence justifies a prosecution of a police officer. The standard of evidence to justify such a prosecution must be the same as the standard of evidence in justify prosecution of any other citizen."

The federation rejected the suggestion that the public interest was best served by putting police officers through a criminal trial even though the DPP knew the probability of a conviction was lower than he would normally expect.

Guidance by bishop church cooperation

By Our Religious Affairs Correspondent

Guidelines for local cooperation with other denominations are issued today by the bishops of the Church of England to ensure uniformity of practice and to make policy easily accessible.

They contain no substantial changes in approach, but represent a distillation of existing arrangements. They are the result of an unsuccessful attempt to deal with local ecumenical relations by legislation in 1975, in the course of which the general synod's overall view emerged that a code of practice would be preferable to amendments to canon law.

The new code specifies that in certain circumstances, such as official "areas of ecumenical experiment" or shared church buildings, people may be admitted simultaneously as members of all the participating denominations, and hold joint church membership.

Earlier deafness test u

More than half of children with a significant hearing loss are not diagnosed as deaf until they are three years old, a report published yesterday states.

The National Deaf Children's Society report says that population screening should be carried out by health visitors on children aged eight months to ensure early diagnosis of deafness and enable medical and educational help to be given.

Children are losing valuable time in acquiring language, the report says. The society set up a working party last year to look at the procedures by which babies and young children are

tested for hearing. Mrs Winifred T. man of the work the mother of two said: "Parents often have considerable problems with a child who is deaf."

"If the procedure our screening papered out, this first greatest hurdle would be removed. Normal children speak naturally around them, but deaf face long acquire language, says.

New formula costs cancer deal

By Pearce Wright
Science Editor

The National Radiological Protection Board has stepped into one of the most sensitive areas of the nuclear energy controversy with a report published today that proposes a method of cost-benefit analysis for public safety. It provides a formula for placing a monetary value on cancer deaths.

The calculation uses a complex equation which on one side has the cost of cutting the level of routine discharges of radioactive substances and, on the other side the consequent reduction in exposure of the population and hence a drop in cancer risk.

The report is issued as a consultation document. Dr M. J. Clark, one of the authors, said that that type of analysis was being suggested only as one of the factors that could be used by Government advisers, safety inspectors and operators of nuclear plant in making decisions about routine discharges of radiation.

The study was prompted by the adoption in Britain of the principles of the latest recommendations of the International Radiological Protection Commission, published as ICRP-26.

Three recommendations are made: no activity giving rise to an exposure of radiation was justified unless it produced a net positive benefit; all exposures should be kept as low as reasonably achievable, economic and social factors being taken into account; and the exposure of individuals should not exceed the maximum limits recommended for given circumstances by the commission.

The proposals for a cost-benefit analysis address the second of those principles. The method draws on the procedures of the insurance industry for evaluating risk and assigning a monetary value to life. In addition, it incorporates other factors connected specifically with the exposure to radiation to which a monetary weighting has also been attached.

Those include putting a monetary cost on the decline in health that would be associated with exposure to radiation. That covers the costs from an increasing incidence of fatal and non-fatal cancers and the costs from a rise in the number of inherited defects.

The statistics on those diseases are already a matter of dispute between scientists studying the effects of low levels of radiation, but the figures taken for the cost-benefit analysis are those used by the international commission.

They are under constant review, but they were compiled originally in the late 1950s, when it became apparent from leukaemia and other types of cancer among Japanese bomb victims that there were late effects of exposure to radiation.

Before allocating a monetary value to either the cost of protection or the costs arising from an increase in disease, the National Radiological Protection Board's group has calculated the risk factor for cancers induced by radiation.

For instance, one table shows that an increase of one millirem in the population means a risk of 100 more cases of fatal cancer

for men and 150 women. That is per lifetime of the exposure.

Dr Clark says the method is designed to provide a basis for calculation that are sections of the population near nuclear installations thus more likely to be routine discharges.

Although no levitation is involved, Dr Clark says that the ability of reaching a cost-benefit method of calculating which the value of protection is little safeguarding health.

The application of analysis is under sensitive subjects of power on ground adequacy. Road enquiries are an idea nuclear planning a figures about the radiation-induced can't be challenge.

A more important is inevitable over the surrounding the industry used for the discharges from installations.

Even if the cost-benefit analysis is not accepted, there is a lack of information to calculate whether it is worth the cost.

The Application of the Analysis in the Protection of the Consultative Document.

T EUROPE

Chinese gun
protest,
French
erialismr Own Correspondent
ect 19

The "Direct Action Group" has responsibility for a gun attack yesterday in the Ministry of Co-operation. The attackers, a man and a woman, drove spraying machine gun bullets through the windows of the office of M. allet, the Minister.

Copies of a pamphlet, the "Direct Action Group" were found at the scene. The group claimed the Ministry was a signal for the imperialist French Army in Africa. The pamphlet was available to preserve the memory of the neo-colonialist blood and manpower," allet said.

Of the pamphlet were found the names of newspapers, a covering letter, at the scene of the had been destroyed by.

hitting against French policies the group had "against the state in the globality of it. It is time to arms against the slave."

Police are becoming alarmed by the of the group. This is an attack for which it ed responsibility since allet clearly had a escape this time: he ing in his office only before yesterday's

Veterans of St Cyr
recall days when
entente was cordialeFrom Charles Hargrove
Paris, March 19

It is rare for the chief of the French defence staff, General Guy Méry, the chief of the general staff, General Lagarde, and the vice-chief of the general staff, General Bley, to be gathered together under one roof on a social occasion. It is unique for the staff of the British defence attaché in Paris. But then the occasion tomorrow will be exceptional in every way.

These very senior officers and their wives, together with the present commandant of the military academy of Saint Cyr, and the British Ambassador and Lady Hilbert will sit down to a dinner of Scotch smoked salmon, York ham, Stilton cheese, and queen's pudding, washed down with Hambleton 1975, claret, champagne, and port.

The banquet is to commemorate the fortieth anniversary of the passing-out parade at Saint Cyr on March 20, 1940, which was named by the cadets themselves the promotion Franco-Britannique.

The commanding officer, a retired French colonel, will be in the party, but General Vanbrêmeersch, the commander of the First French Army and military governor of Strasbourg, who was also a member of this promotion cannot be there.

At last year's anniversary, Brigadier Pielow, the British defence attaché, invited members of the promotion living in the Paris region for a drink at his flat. More than 20 of them, including their wives, turned up.

When a few months ago he approached General Méry, the chief of the defence staff, and

as such the most senior of all the promotion, with the suggestion of having a commemorative dinner of senior serving members of the promotion, the general gave his full support.

Lamb will not be on the menu, either figuratively or concretely. The York ham, which is as popular on the side of the Channel as on the other, is being deliberately included to avert such gastronomic pitfalls as frogs' legs or fillet de boeuf Wellington, which a British Army cook, who wanted to do his very best, produced for a similar Franco-British occasion some years ago.

On Sunday, the promotion Franco-Britannique is holding other celebrations on the premises of the old military academy of Saint Cyr (which was bombed during the war and transferred to Coetquidan in Brittany), with a solemn Mass, and a wreath-laying ceremony at the monument to past Saint Cyriens. It will be attended by the British defence attaché.

The promotion Franco-Britannique was particularly big, as is the way with wartime passing-out parades—750, instead of the average 400. Forty years later, there are 530 survivors. Those commissioned at the parade proved particularly distinguished, including in their number all the top generals in the French Army today. That is due both to the intrinsic merits of its members, and to the challenge offered to their age group.

It is fortunate, with the political storm now gathering over the Channel, that the much tried *Entente Cordiale* is being commemorated by such men.

Last scene
in life
of Cossiga
GovernmentFrom John Earle
Rome, March 19

Signor Francesco Cossiga today played out the last scene in the seven-month life of his minority Government with a debate in both Houses of Parliament preparing for the submission of his resignation to President Pertini.

He defended the record of his minority Christian Democratic, Social Democratic and Liberal coalition, but admitted that the country required political stability at home and a reputation for reliability abroad, especially as it at present presides over the European Community.

The Government, the forty-second since the fall of Mussolini in 1943, has lacked a majority in Parliament since the Socialists and Republicans no longer undertook to abstain from voting against it.

It thus lacked the necessary strength to act convincingly on problems ranging from the new outbreak of violence to the worsening economic situation.

Two murders of senior magistrates since Sunday suggest that the Red Brigade are launching with impunity a spring offensive against the administration of justice, already one of the more creaky pieces of machinery in the structure of Italian society.

On the economic front, Italy faces the highest inflation in Western Europe (21.7 per cent in February), a steady slide in value of the lira (more than 1,900 lira for £1), and a worsening balance of payments, with a trade deficit of nearly £600m in January.

President Pertini is expected to undertake a round of consultations with political leaders



Signor Francesco Cossiga faces Parliament.

before deciding whom to ask, probably early next week, to form the next government.

In a sense, he already started his political consultations last night by summoning the leaders of the three main trade union confederations to the Quirinal Palace.

The prospects at present are that Signor Cossiga will be asked to succeed himself. From then on, however, the outlook is obscure. The Christian Democrats refuse to have the Communists in government, and no one wants a general election so soon after the last one in June. Election for the regional governments are due to be held between mid-May and mid-June and, as a last resort, the Christian Democrats may provide a minority government as a holding operation until then.

Spanish King's Dutch
visit heals old riftFrom Robert Schull
Amsterdam, March 19

King Juan Carlos and Queen Sofia of Spain arrived in Amsterdam today on a three-day state visit to the Netherlands. They were welcomed by Queen Juliana and Prince Bernhard.

The Spanish visit is Queen Juliana's last important function before she steps down on April 30 in favour of her eldest daughter, Crown Princess Beatrix.

It is the first Spanish royal visit to the Netherlands since 1549 when Crown Prince Philip, heir to Charles V the Holy Roman Emperor and King of Spain, spent six months touring his father's north European possessions.

This Habsburg prince took over the administration of the Netherlands in 1555, a year before he became King of Spain as Philip II.

The rapid spread of Calvinism in the northern Netherlands (roughly comprising the present Kingdom, as opposed to the Dutch nobility to the south of Philip, a devout Catholic, led in 1568 to the start of an 80-year war.

It ended in 1648 with the peace of Munster by which both Spain and the German Empire recognized the Dutch Republic.

The revolt against Spain was led by William the Silent, Prince of Orange who was assassinated by a religious fanatic in 1584 in Delft.

By laying a wreath tomorrow morning on his tomb, King Juan Carlos will, as one observer put it, be picking up historic relations where they were broken off.

In terms of modern history, the visit can be considered as the final stage in the re-establishment of friendly relations between the two countries which wear at a low level during the era of General Franco.

The King's private relations with the Dutch Royal Family have always been very cordial. As a young man, Prince Juan Carlos spent several holidays at the Dutch royal residence of Soestdijk.

The Dutch Royal Family are also linked to Spain through Queen Juliana's second daughter, Princess Irene who, in the 1960s married Carlos Hugo de Bourbon Parma, the Carlist pretender to the Spanish throne.

Householders were short of heating oil, some schools were closed, and most petrol stations had no supplies.

Sunset for
France's
'L'Aurore'
newspaperFrom Ian Murray
Paris, March 19

L'Aurore, the newspaper title made famous by Georges Clemenceau and Emile Zola, will cease to be anything but a title page from April 15. From then the inside pages will be identical with those of *Le Figaro*.

The merger—or rather the absorption of *L'Aurore* into *Le Figaro*—has been gradual but inexorable since the beginning of last year. It has been gradual and covert because of the French law making it illegal for any one man to control more than one newspaper.

This has meant that M. Robert Hersant, the proprietor of *Le Figaro* and supporter of President Giscard d'Estaing, has not been able to bring about the merger between the two papers as quickly and as openly as he would have liked.

In November 1978, M. Hersant theoretically withdrew from an agreement to print *L'Aurore* on his presses in the face of union opposition to what he believed was a merger attempt. Since then, however, the economic difficulties of *L'Aurore* have forced the paper to rely more and more on help from *Le Figaro* material and services.

In November 45 *L'Aurore* journalists were declared redundant, although 21 of them subsequently had their notices withdrawn on the order of the Labour Tribunal. In January the old offices were sold and the smaller staff moved into smaller offices. Last month the economic service and the foreign service were merged. Now the main news staff is to be absorbed by *Le Figaro*.

in parties sign pact to
e fair poll campaignuel Spitzer
arch 19

Secretaries-general of the parties represented in the Bundestag signed an agreement today to wage a fair campaign and to refrain from using force during the election campaign.

The first time since the parties reached agreement, it restricts expenditure to DM53m (33m) DM40m for the Democrats, DM36m for the Christian Democratic Union, and DM8m for the Free Democrats.

The agreement provides for a board chaired by Hermann Kunst, former director of the West German Churches, in complaints about perils or excessive expenditure to be submitted to the board has to meet five days after receiving it and take a decision one week by majority board's ruling has to be shed at once by the press services.

The campaign is expected to concentrate on two figures: Herr Helmut Schmidt, the Chancellor, and Herr Franz Josef Strauss, the chairman of the Christian Social Union and Prime Minister of Bavaria. The Christian Democratic Union, the CDU's star party fear that the campaign may become emotional instead of being waged on a factual basis. This might be to the disadvantage of Herr Strauss who is the joint CDU-CSU Opposition's candidate for the Chancellorship.

Herr Strauss fared badly in an opinion poll reported by West German television last night. Only 25 per cent of those asked wanted him to become Chancellor, whereas 55 per cent were in favour of Herr Schmidt.

Asked which party they would prefer to win if there was an election next Sunday, 46.1 per cent were in favour of the CDU-CSU Opposition, 42.8 per cent were for the SPD, 6.3 per cent for the FDP, 5 per cent for the "Greens" the ecologist grouping.

The CDU-CSU Opposition lost about 2 per cent compared with previous opinion polls.

e TV firm
o curtail
programmes

bourg, March 19—A

Court ruling has restricted rights of a Belgian television company to programmes from other countries.

Company, Coditel, enables its customers to receive Dutch, Luxembourg and German channels in local ones.

consumers group complained that children were being advertised by the foreign channels, and film distribution complained that cable was affecting their

claimed that such restrictions would infringe EEC, but the European Court interpreted the EEC last yesterday that this so. It will now be up to an court to make a decision on what to do.

r strike in jail

March 19—More than 100 political prisoners in a Dacca jail, went on hunger strike

German union
to appeal
in 'Times' caseFrom Our Correspondent
Berlin, March 20

The Hesse branch of the West German printing union, I.G. Druck und Papier Union, announced yesterday that it would appeal against the ruling of a Frankfurt court that the union should pay the DM58,200 (£14,500) in damages for preventing the printing of *The Times* in Neu-Isenburg last April.

A demonstration of about 300 people to protest against the printing was not considered peaceful by the court.

Asked today whether the appeal had been filed, a member of the executive board of the union's Hesse branch said this had not been possible as neither the union nor its lawyer had yet received a copy of the ruling.

He said it was a scandal that the press was informed about the court's decision by the court's spokesman three days ago before the party concerned had even seen it.

Today's request by the union to be given a copy of the verdict soon, the court replied that it could not be found, he said.

achers in Paris protest
rich over job cutsur Own Correspondent
arch 19

50,000 people marched in Paris this morning in protest against the Government's plan to cut the number of teachers in schools. The cuts, by a marked drop in birth rates, have provoked a range of actions by teachers' unions, a demonstration was held by teachers in junior schools and they have received backing from parents for magpies which has been steadily since the cuts announced earlier this

The cuts in classes have meant that 390 junior school and 845 senior school teaching jobs will have to go, but the Government argues that the school population has fallen by 566,000 over the past five years and such cuts are therefore necessary.

At the same time the Government is promising a redistribution of available jobs so that the number of teaching posts available in France will remain the same.

One reason for the large number of protest actions now being called by the five main teachers' unions is the growing number of small militant groups in the unions. The present marches and stoppages form part of a 10-day period of action which has been called by the unions to reassert their authority over their militant members.

What have the
next 3½ years got
to offer you?

Action
Adventure
Assault Ship
AS 12 Missiles
Athletics
Ambition
Authority
Atlantic
Arctic
Antarctic
Anti-submarine
Cruisers
Bridge
Watchkeeping
Badminton
Boxing
Bunks
Boarding Parties
Challenge
Communications
Comradeship
Clubs
Colours
Computers
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Cricket
Cross Country
Confidence
Dartmouth
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Diving
Duty-free Drinks
Enjoyment
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Experience
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Fishery Protection
Fencing
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Foreign Visits
Friends
Frigates
Flags
Freedom
Flexibility
Fast Patrol Boats
Free Time
Far East
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Good Food
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Golf
Geminis
Guns
High Seas
Helicopter Carriers
Hovercraft
Hockey
Ice Patrol Ship
Ikara
Indian Ocean
Job Satisfaction
Judo
Know-how
Karate
Leadership
Maturity
Missiles

Mountaineering
Mine Clearing
Management
Experience
Minehunters
Medical Care
Mediterranean
Nuclear Submarines
Navigation
Nato
Northern Lights
Overseas Travel
Off-shore
Patrol Craft
Officer of the Day
Olympus Engines
Opportunity
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Outdoor Life
Patriotism
Patrol Submarine
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Physical Training
Qualifications
Quality of Life
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Seamanship
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Six Weeks' Leave
Skiing
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Sea Cat
Spithead Pheasant
Sea Wolf
Sea Slug
Sea Dart
Sub-Specialisation
Short Career
Soccer
Self Respect
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Signals
Ships
Technology
Tax-free Gratuity
Teamwork
Tennis
Training
Tradition
Tropics
Type 21s
Type 22s
Uniform

Variety
White Ensign
Water Polo
Warfare Training

Wardrooms
Woolly Pullies
West Indies
Wrens
The World

If your present expectations fall short of this list, consider the new Short Career Commission for Seaman Officers in the Royal Navy.

If accepted, you'll spend a term at Dartmouth, 6 weeks in the Training Ship, 4 months in an operational warship, and 3½ months on a course at the School of Maritime Operations.

After this you'll join your ship as a Seaman Officer, to gain your Bridge Watchkeeping Certificate.

You will then be qualified to keep watch at sea and in harbour, when the responsibility for your ship and her crew will be yours. And you could be earning up to £4,352 per annum as a Sub Lieutenant.

After 3½ years as a Naval Officer, you may well want to stay on. And if you've impressed us, we'll certainly let you.

But if you choose to leave, you'll be eligible for a tax-free gratuity of £2,642.

ROYAL NAVY
SEAMAN OFFICER

To: Captain W.J. Flindell RN, Officer Entry Section 9NT3
Old Admiralty Building, Spring Gardens, London SW1A 2BE.

Please send me more information about the new 3½-year Short Career Commission in the Royal Navy. (Minimum qualifications: age 17-26 on entry; 3 Grade C O'levels (or equivalent) including English Language, Maths and a Physics-based Science.) If you are a graduate or much the better.

This commission does not apply to Flying Duties, Engineer or Supply and Secretariat Officers.

Name (Enclose from UK residents only)

Address

University/School

Date of Birth

The Navy's new Short Career Commission.

ERSEAS

British MPs take up case of Swedish voy lost in Russia

David Scannell
Evidence is being pre-
sented in the House of
Commons tonight on the
case of the Swedish
diplomat, who was
killed in the Russian
ship, the *SS Minsk*, in
1945, and the
disappearance of the
"Missing Hero", the
name of the Swedish
diplomat, Mr. Erik
Greville, who was
killed in the *SS Minsk*
in 1945.

Mr. Greville was a
Swedish diplomat who
was killed in the
SS Minsk in 1945.
The ship was carrying
Swedish diplomats and
other passengers.
The ship was sunk by
the Russians in the
Baltic Sea.

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Quebec guns open up on English Canada

From Anne Penketh
Montreal, March 19

It was open season on English-speaking Canada last week in the Quebec National Assembly. The targets were English power and the federal system. They were attacked by the big guns of the Parti Québécois—Mr. Claude Morin, the Minister of the Environment, Mr. Camille Laurin, the Minister of the Economy, and Mr. Pierre Paré, the Minister of Social Development.

Mr. Morin claimed that most of the conflicts between Quebec and Ottawa had arisen from misunderstandings that could only end if Quebec adapted its federalism to suit Ottawa, which it would not do, or if Quebec became a province.

He said English-speaking Canadians shared misconceptions about Quebec: that it was not the homeland of a nation but a province; that it had a big ethnic majority, not a distinct people to whom a status of political equality should be given; and that in time the Quebec problem would disappear by itself.

Mr. Morin said that the Parti Québécois had no intention of changing the balance of power or giving more political weight to Quebec.

Dr. Laurin described what he said was federal interference in Quebec and accused Ottawa of "liberalism" of which it spoke in propaganda. The War Measures Act of 1970 were examples of federal intervention depriving Quebecers of their rights, "imprisoning hundreds of citizens and the leaders of the movement in order to terrorize the Quebec people and tarnish the reputations of reformers who dared stand up to the federal establishment".

The federal authorities had allowed the Royal Canadian Mounted Police to "shoot through citizens' mail, burning burns here and there, and to spy on the Parti Québécois in the name of the sacrosanct protection of the state".

The Liberals quoted from a letter in 1977 from Mr. Morin to Mr. Louis O'Neill, then Minister for Cultural Affairs, and reprimanded him for calling Ottawa a "foreign government".

The Liberals continued to criticize the Parti Québécois for camouflaging its objective—independence.

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World View

by Arrigo Levi

Moscow on guard as Signor Berlinguer mends rift with China

From Anne Penketh
Montreal, March 19

We were all much younger when we heard from Moscow of the first open breach between the Italian and Chinese Communists. It occurred at one of the last ecumenical meetings of world communism, the so-called "conference of the 81" in November, 1960. Next month Signor Enrico Berlinguer, Secretary of the Italian Communist Party (PCI), will visit Peking and will make peace with Mao's successors.

Two decades ago, Togliatti's PCI was already preaching "Polycentrism" in the communist movement. But Togliatti was much nearer Khrushchev than Mao and became the target for one of the great anti-revisionist eulogies issued from China, in December, 1962. Why the peace now between Rome and Peking? And how will the Russians react?

In two decades China has changed a lot, while the PCI has gone through the expected stages of the Maoist revolution. The Soviet Union has changed much less and still demands recognition of its primacy in the Communist Church, just like the Bishop of Rome in the Catholic Church.

Only last October, the man responsible in the Kremlin for relations with "Communist parties not in power", 74-year-old Mr. Pomarev, issued a final condemnation of the so-called "Eurocommunism" as being "opposed to real socialism" since "it rejects the historic and universal role of Soviet achievements".

He also pointed out ominously that "the leaders of the Eurocommunist parties are beginning to understand that this policy is meeting with growing disapproval from the rank and file as from the militant cadres of their parties". And he gave a warning that the Soviet Communist Party will do all it can in the future to eliminate all deviations from Marxism-Leninism and from proletarian internationalism.

A few months later, this severe warning was listened to by Mr. Georges Marchais, then Secretary of the French Communist Party, who was persuaded by Jean Daniel that "l'Europe est une" and that the future belongs to the Third World and to Soviet power. So M. Marchais

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went in repentance to Moscow.

Signor Berlinguer is going instead to Peking, just after meeting in Strasbourg Herr Willy Brandt having discussed with him (both of them are Euro-CPs) the new dangers to détente and the ways to strengthen it. Herr Brandt favours "European" détente, and is the man of the North-South dialogue.

The PCI, which is deeply convinced of the importance of the Third World, is going through a phase of great activity in foreign policy. Members of the party have lately visited North Korea, Rumania, Algeria and Yugoslavia, as well as the Soviet Union. The PCI follows a complex strategy. It has condemned the Soviet Union on Afghanistan, but it also harshly condemns the West for its repressions, and it is preaching the "non-aligned" European foreign policy.

But it has also voted for a most pro-Atlantic and anti-Soviet motion in Parliament, together with all Italy's democratic parties. However, on that occasion, for the first time, some 30 Communist members broke party discipline and abstained in the secret ballot. A few days later, at a central committee meeting, the rebels openly criticized the party line as opportunistic. Until now, the party has published several letters supporting the Soviet Union on Afghanistan.

Bearing all that in mind, and the fact that the party is trying to adjust to its renewed role as the responsible opposition, Signor Berlinguer's trip to Peking, capital of a new revolutionary nation which is still highly admired among old Communists in Italy, is clearly aimed at strengthening the party's position and his new political line.

The Chinese aims in inviting Signor Berlinguer are obviously anti-Soviet, just when Moscow, with its attacks on Yugoslavia and its strong pressures upon the European "satellites", is doing its utmost to strengthen the party's position and his new political line.

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PARLIAMENT, March 19, 1980.

Construction of Channel tunnel a task for private risk capital: state funds ruled out

House of Commons

Public funds would not be made available for a Channel tunnel but there was no reason why private risk capital should not be made available, Mr Norman Fowler, Minister of Transport said.

Mr Leslie Spriggs (St Helens, Lab) had asked for a statement on progress in planning the Channel tunnel.

Mr Fowler (Sutton Coldfield, C)—I have been considering preliminary proposals by British and French Railways for a single track railway Channel tunnel.

More need to be done before the full implications of the scheme can be judged and variations might offer different advantages. I await with interest the full proposals which are due to be put to me this summer.

The decision to have a tunnel or any other link across the Channel must first be for the French and ourselves and would need suitable arrangements between the two Governments.

The cost of any scheme would be very large and I should make it clear now that the Government cannot contemplate funding expenditure on this scale from public funds. However, if a scheme is commercially sound, I see no reason why private risk capital should not be made available.

I look forward to receiving any specific proposals, including those on which British Rail are working, which would attract genuine risk capital.

Mr Spriggs—Will you give an undertaking that you will not make a Channel tunnel by 1981 and that once work has commenced on the tunnel, there will be continuity until completion?

Mr Fowler—I cannot give an undertaking of that kind because clearly British Rail have not put forward a scheme which would meet the criteria that no public expenditure is available and therefore they must attract private capital.

Mr John Wells (Maidstone, C)—

Will he assure the House that there will be no parliamentary delay? Will he see to it that a simple enabling Bill is brought forward at the earliest opportunity when schemes are prepared?

He has mentioned private risk capital. Can he assure the House that there should be some EEC transport infrastructure funds directed in this way?

Mr Fowler—Clearly legislation will be necessary and the House will want to consider it.

We certainly welcome the Commission's initiative in proposing infrastructure aid. Clearly the Channel tunnel is a natural candidate. At this stage no such regulation exists.

Mr Albert Booth, chief Opposition spokesman on transport (Barrow-in-Furness, Lab)—There is a strange contrast between his refusal to consider transport integration in a national context and his apparent willingness to consider it in an international context.

The proposal for the present Channel tunnel, limited in scale as it is compared with the previous proposals, does offer a genuine policy which could lead to freight services across Europe from this country.

Why does he make this transport development, if it is of considerable public advantage, dependent upon private provision? Lastly, will he agree to a Green Paper in order that we can debate the many implications of this proposal?

Mr Fowler—The Labour Government ruled out public expenditure and cancelled the Channel project. For him to come forward with these questions beggars belief.

We are in a strange position. Given the right scheme, I believe there is a good opportunity for enterprise which could be profitable and also in the national interest. I believe that this proposal will be widely welcomed by the public.

Mr Albert Contain (Folkestone and Hythe, C)—Under previous proposals certain guarantees would be given by the Government on money. Does his announcement preclude any such guarantees?

Mr Fowler—We are clearly looking for genuine private risk capital but I do not preclude some consideration of guarantees.

Mr Eric Ogden (Liverpool, West Derby, Lab)—We have the British machinery for boring and British Rail, freight users and passengers who want to use it. The cost would be less than one jumbo jet over the whole period of the tunnel.

Will he give approval in principle? If others outside find the money, can we consider it?

Mr Fowler—I thought I made it clear that provided the details are right—and that is the whole point of what we are saying—then clearly there is a good opportunity and prospect that the tunnel can go ahead.

British Rail have not yet provided me with the complete scheme. I would have thought he would have interpreted my statement as being more hopeful than he got from Labour ministers.

Mr Charles (Plymouth, Sutton Coldfield, C)—There is a strong political element in this project whose purpose is to tie us closely with the European Community. Will he deny the pressure from interests in the Community to approve this project?

Mr Fowler—I am under no particular pressure. There has been a growth of traffic across the Channel and there is likely to be further growth. The Channel tunnel is providing the details are right and there is the right scheme, the sensible way of meeting this public need.

Mr Philip Whitehead (Derby, North, Lab)—Would he confirm that nothing he has so far seen in the various studies is seriously opposed by the Labour Government?

Mr Fowler—None of the reports that have come to me has contained the impression that the British Rail scheme under their assessments could be viable.

Mr Charles—Will he look at all the schemes? I am going to ask Sir Alec Cairncross to widen his remit so that he can look at all the schemes put to me.

Minister surprised at success of Olympics meeting

More progress and more suggestions than anticipated.

Mr Fowler—A number of sporting organisations, from our country, whose eyes are still set on Moscow nevertheless are increasingly concerned about the likelihood of the Olympics being held in Moscow. The total absence from Moscow of American and perhaps West German athletes.

Our consultation with sporting bodies are, and will remain, confidential. It is far from us to express their views when they think the time has come.

Mr Eileen Griffiths (Bury St Edmunds, C)—He should not be put off by the scepticism of the Opposition in seeking to organise some kind of protest. It is not, of course, a substitute for the Olympics. However they may take place.

Mr Fowler—First of all we have to get the Olympic committee to agree to the protest. There are 21 different Olympic sports—the detailed suggestions worked out in the past two days, and see whether in the light of the developing boycott they are interested in pursuing these ideas.

Mr Peter Short, chief Opposition spokesman on sport (Croydon, C)—The Government has been slow to move on this matter. It is a degree of disconcerting in

Stepney and Poplar, Lab)—This meeting in Geneva was always somewhat mysterious and the House is not much clearer about its scope or what came out of it as a result of his statement. What has been the response so far of the national Olympic committee in the countries represented at Geneva to the request that they should not attend the Olympic Games?

Mr Fowler—The 12 countries that attended were a group which had met quietly for some time to discuss these matters. This meeting was held in a place of publicity and I do not think there is any particular mystery about it.

Some of the countries represented in Geneva have not yet come out clearly in favour of a boycott. There are a large number of countries who are sitting on the fence and have not made a decision. They will make their decisions in the next few weeks.

Mr Fowler—The Olympic committee is continuing to approach us in the next few weeks. It is a matter of time before we will have a decision.

Mr James Kilfielder (North Down, UU)—The United States ambassador in London admitted frankly that the war which was being waged was a degree of disconcerting in

President Carter's original call for a boycott. In view of this and since less than half the MPs voted in support of the Government's call for a boycott, would he abandon this move for an alternative games which would be the death knell of the Olympics?

Mr Fowler—We believe that the attendance of British athletes at Moscow while the Soviet Union is conducting an aggressive foreign policy is against British interests.

Mr Anthony Grant (Harrow, Central, C)—This is not just a matter for the vested interests of athletes but a matter for government and athletes have got just as they are self-centered and selfish over this.

Mr Fowler—I would not agree. I am not sure that it is a wise approach to think of athletes as being self-centered and selfish over this.

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Avoiding another Southend by-election

The Minister of State for the Civil Service

The Government hoped to achieve a reduction in the number of civil servants in the Civil Service with very few redundancies, and was not looking for redundancies, Mr Paul Channon, Minister of State, Civil Service Department, said.

Mr Sydney Chapman (Barnet, Chipping Barnet, C)—Will the Minister confirm that the annual Revenue and Social Security Bill, which is being introduced, will include a provision for the reduction of civil servants in the Civil Service?

Mr Channon—In that case there is a difference of opinion between the House and the Government. The House is not for the first time. The House is not for the first time.

Mr Channon—I am not using the Civil Service as a scapegoat. We are doing our utmost to achieve a smaller Civil Service in the national interest and at the same time not damaging any individual.

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Minister hopes to reduce Civil Service without redundancies

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Voting for missiles if you live nearby

The Government will be able to provide opportunities for people living in the area of cruise missile sites to vote on whether they want a missile site nearby.

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Newspaper article confused two committees: clerk promoted

In a statement on press allegations that a Select Committee clerk had been transferred and demoted because of Ministry of Defence pressure, The Speaker (Mr George Thomas) said the Clerk of the House had assured him that there had been no such pressure.

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New Books

Combining away

A. Screech

is the work of John Cowper Powys, Northrop Frye, or Jean-Louis Barthes; and its price is the approximate equivalent of fifteen Penguin Rabelais plus a good bottle of Chateau Lafite. Professor Screech's method is to proceed chronologically through Rabelais's four main books, omitting nearly all biographical detail or narrative summary, and concentrating almost exclusively on the minutiae of the political, philosophical and especially bibliographical background. The deadening, virtually humourless effect is difficult to characterize fairly. The incident of the bells takes 11 pages to elucidate. For Rabelais's "linguistic comedy" in the *Quart Livre*, the reader is advised to consult Aristotle on Interpretation, then, "if his Latin is good enough", to read the commentaries of Ammonius Hermæus and Aquinas, and follow this up with those of "Renaissance scholars, Rosario and Nifo". A little later, drawing pause for breath, he remarks that "it would be a mistake to try to turn Rabelais into a neo-Crautist Heracleian extremist". Now, in the catalogue of columns, he found (among such things as the Cardinal's Bat, the Petard, the Practice of Playing the Kettle of Mag, the following thesis: Chimera, Bonanza, Vacuum, can be on Second In- comes to Professor Screech. Here is a most extensive study, claimed to be "the most accessible der public, without readers in a mass of annotations". The some quarter of a ords (excluding foot- as an illustration al bibliography (no

cycling around Britain

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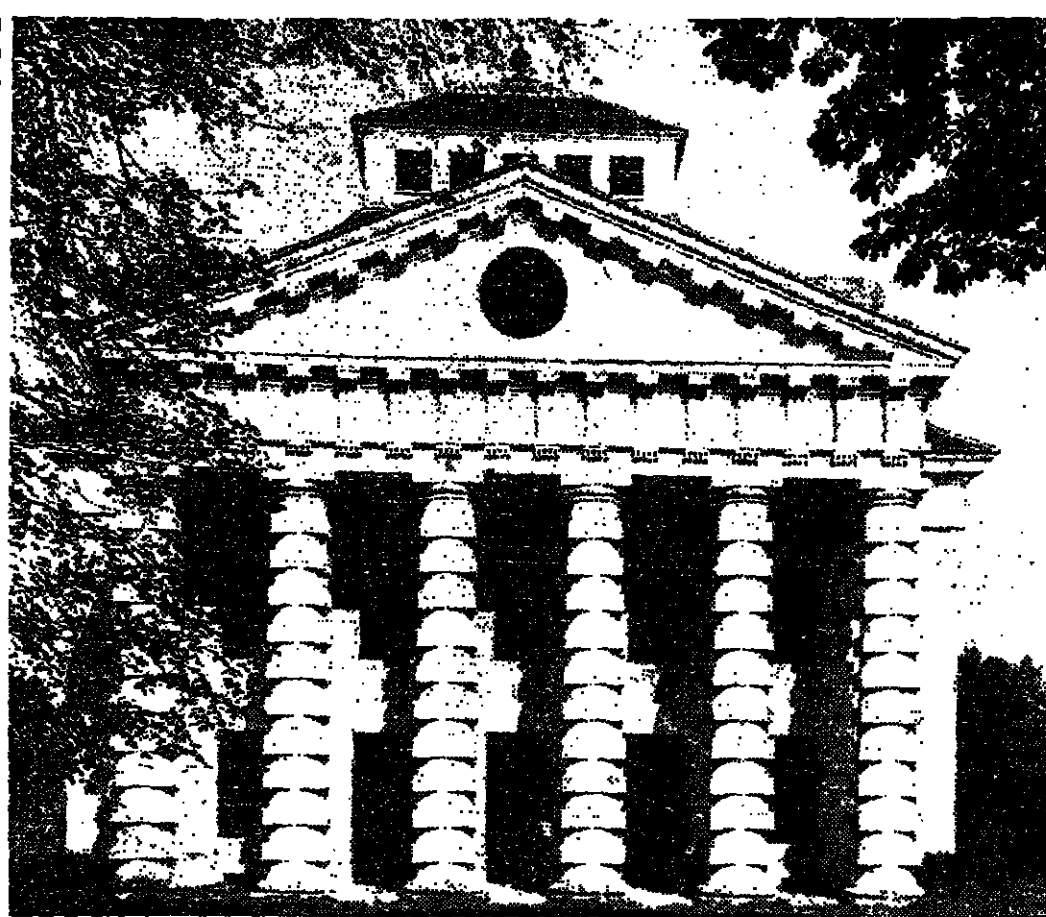
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Stephen Booker

Rabelais's feminism, and the idea of Christian Comedy, into Rabelais criticism. Indeed, in the present work, almost submerged in the scholarship, is a marvelously sympathetic re-interpretation of the figure of Pantagruel, developing from the "amoral and boisterous giant of the early Chronicles", through to the ideal of a philosopher-prince, "mystically per- spicacious, capable of seeing beyond the flux", and becoming at the end of the *Quart Livre* a kind of noble, smiling, Bacchic Socrates. He can also be splendidly down-to-earth (or dung), when he gives himself a moment, remarking of Pantagruel's supposed final dismissal (like Falstaff's in *Henry IV*, Part 2) that "a man who can find 16 ways of naming shit, some of them very erudite, is neither reformed nor definitively cleansed".

But it is intended to suggest that something has gone amiss in the groves of modern Academe. We seem to be in danger through the growing specialization of literary scholarship, and the mechanics of the literary book-trade, of fatally losing touch with the original spirit and energy of our great early classics. We seem to be creating a Vacuum around them, exactly like the dusty denizens of the Library of Saint Victor. That such a book could seriously be intended, either by author or publisher, to make Maistre Francois "more accessible" is astonishing. Erasmus, Thomas More, Rabelais, Montaigne: what did they stand for? Surely the great impulse of Humanism, that knowledge should be made easily available, that scholarship should be alive, that it should bring joy—the "gaia scienza". *Alors, heuons!*

Richard Holmes



The house of the Director of the saltworks, by Ledoux

The ambivalent Utopia

The Architecture of the French Enlightenment

By Allan Braham

(Thames and Hudson, £25)

Claude-Nicolas Ledoux (1735-1805) designed a remarkable variety of buildings and projects from town houses for the rich to a monopoly State salt works and the Barrière d'Enfer on the southern edge of Paris, perhaps more familiar as the setting for the third act of Puccini's *La Bohème*. Ledoux is much the most original and, outside France, best known of the architects in Allan Braham's handsome and scholarly new book, but even he could hardly be described as a household word.

So little of his work survives. Only six of more than 50 tax-collecting *barrières*, described with some justice by Mr Braham as an accomplishment whose diversity may be compared with the City churches of Christopher Wren, are still standing. The paradox by which they combined great artistic freedom with the received power of ordered stone was recognized from the start: the Revolution destroyed them as images of the ancien régime; the Second Empire because, in the flattening and pushy world of the 1860s, they were simply in the way. Fortunately, it was possible, by then, to photograph them before demolition.

The salt works, laid out as a geometrical crescent in the forests of Franche-Comté, offer the perfect eighteenth century combination of rationality, mysticism and force: the line of the buildings on the ground

emulates the arc of the sun across the sky yet, as Mr Braham reminds us, the salt trade was grim, the tax universal and heavy, and illicit distillation could be punished by death. State security was the first requirement in the ideal kingdom of the gabelle.

We respond to Ledoux's unique originality, and even to the megalopolitical projections of his contemporary Boullée, whose huge spherical cenotaph to the memory of Isaac Newton has become a comparatively familiar image in recent years—because it is easy to tire of beautiful French manners and perfect taste: it is hard, for example, for the layman to respond with enthusiasm to the river frontage of Antoine's Hôtel des Monnaies (1768-75), facing the Louvre, or to recognize clearly all the refinements of taste and change indicated.

"Enlightenment" is taken to mean not merely the age of Diderot, Rousseau and Voltaire who, indeed, scarcely occur in the book at all since, as Mr Braham points out, philosophers were generally writing, editing or hiding, and rarely possessed the resources to commission buildings on any scale—but also, and chiefly, the years from the ascendancy of Pompadour to the death of Marie Antoinette, the 1740s and 50s, to the Revolution itself. It is defined, broadly, as an age of superlative professionalism, founded on the official state training system in Paris and Rome, and responding to the increasing individualism of the rediscovery of the Ancient World and to the huge, slow but irresistible changes in contemporary social, economic and intellectual life.

Freemasonry mulched the heavy soil of French society

and self-obsessed. The celebrated morality, a morbid fondness for justification of trivial whims. Mr Rohmer states: "In my moral tales, there is no moral message. These people—my characters—determine their own way." It is tempting to believe, on this evidence, that the French conduct their lives as they do their vehicles—in the moral certainty of *priorité à moi*.

Dirk Bogarde's publishers somewhat anxiously point out that he does not sit in judgement upon characters or events. This is accurate: but Mr Bogarde's mastery of moral dilemmas leaves the reader in no doubt about his genuine decency and compassion. *A Gentle Occupation* is set on an Indonesian island where British troops are cleaning up after the Japanese occupation, while the mixed local population tries to recover. Various motivated terrorists are waging a cruel campaign against restored colonial rule.

Mr Bogarde achieves a marvellous balance, in which the experience of one character is related to the uncertainties of all in that of another. Events which are radically different cause delight or anguish and confusion in the lives of people thrown together in circumstances which (but not all) of the characters would have been eager to escape. With considerable skill, Mr Bogarde presents the sapient and pitilessly subtle Miss Poro with her jolly bully of a Gen- eral, the uncertainties of Rooke (a British officer) and Ennis (an understandingly cautious Eurasian); the bland homosexual adventuring of Major Nettles—who proves to be loyal, efficient and self-aware; the rough-and-ready friendship of a plain nurse and an inhibited martinet. Most important of all, a sensitive and moving relationship between Pullen and Clair, the Dutch mother whose husband is called back from the living death of a prison camp. All Mr Bogarde's characters are victims of ordinary passions, commonplace prejudice, normal pride. In wartime.

The dialogue is excellent and

the organization of the novel clever. Though Mr Bogarde is determined to surprise as often as possible, the frequent flash-backs are handled, on the whole, with assurance and variety of narrative style: and in one or two brief passages of modified interior monologue, Mr Bogarde promises even more accomplished fiction.

Peter Warden, the focal character in James McConkey's *The Tree House Confessions*, experiences a moment of blinding revelation at the bedside of his dying mother. He retires, for some time, to the tree house which he built for his son, who was killed in a street accident, to think. The result of his reflection is a set of confessions, prefaced by a moving letter of love, offered to his second wife.

It is a superb achievement. Mr McConkey examines a child's growing awareness of things and people around him; a son's relationship with his parents and his increasing understanding of their own involvement with one another and with other people; then eventually a man's incomplete appreciation of himself and those he loves. Peter Warden must come to terms with his father's desertion of his family, but also with the terrible moments when his first wife and his son ran from him: the young woman into a drifting limbo, the boy to his death.

Mr McConkey refers frequently to Augustine. The parallels are sometimes evident, sometimes more subtle. The same remorseless, even fervent, honesty prevails. Towards the end of the novel, Warden says that there has been nothing extraordinary in the story so far. No: except that it has been told with perception, moral authority and a truly sensitive consideration for other people, in beautiful, well-considered prose. It may be that the author was only preparing his readers for the brilliant, perplexing and searching pages to come. For many readers, *The Tree House Confessions* will be as disquieting as they are richly rewarding.

Stuart Evans

The Book of the Dun Cow, by Walter Wangerin, Jr (Allen Lane, £4.95). This ingenious, quirky animal fable takes Chaucer's mock-heroic Rooster, together with his beloved the Fair Petrelote, and turns them into the protagonists of a old-fashioned epic struggle of Good versus Evil, the furry animal kingdom against the subterranean slimes, in a sort of barnyard version of *Star Wars*. The great slithering Wyrm beneath the oceans is our to

Ruling class

Nellie

Letters from Africa

By Elspeth Huxley

(Weidenfeld & Nicolson, £8.95)

One winter day in the heyday of the British Empire the Honourable Nellie Grant, daughter of Lord Richard de Aquila Grosvenor and niece to the first Duke of Westminster, set off with her charming but ineffectual husband Jos to start a new life in Kenya. Fifty years later she came home to Europe again, an octogenarian widow, virtually penniless and bringing with her in three old wooden boxes all her worldly possessions.

Almost everything she had done in Africa had, in one sense or another, failed. The colonial idea had disintegrated around her, and the very values that sustained her were discredited. Yet so merry, inquisitive and endlessly enterprising was her nature that seen from a distance, from beyond the frontiers of that lost empire, her life on the farmlands of Thika and Njoro seems nothing less than a triumph.

Nellie tells the story blow by blow, from the first offer of a farm from a man in an Old Etonian tie in the bar of the Norfolk Hotel, Nairobi, in 1912 to the handover of the last holdings (sale price, £1,000) to faithful Kikuyu retainers in 1964. Half the book consists of Nellie's own letters to her daughter Elspeth Huxley, the other half of Mrs Huxley's loving but by no means sentimental memoir of her mother, and the fascination of the work lies in its brilliant, vivid, and often the minutiae of colonial life as they happened, day by day, horse-sickness to flower show, female polo to Mau Mau murder, illuminated always by the prejudices, fancies and all too often impracticable notions of the irrepressible Mrs Grant.

She was a witty and highly original woman and she also evidently possessed the streak of the implacable that built the empire and made the English ruling classes what they used to

be. Soft-hearted about animals, open-minded about human relationships, she was nevertheless an imperious driving force. She had to be. Even before his death in 1947 Jos seems generally to have been away from home, embarking upon one or another unsuccessful business enterprise.

There was nothing she would not try. She bred rabbits, hens, cattle, pigs, sheep and Colorado worms. She grew almonds, maize, mushrooms, pumpkins, turnips, from which insecticide is made. She canned vegetables. She span wool. At 73 she wildly contracted to supply an Indian grocer in Mombasa with 100 lb of cauliflower and 50 lb of Brussels sprouts a day—all very exciting, am sowing seeds madly and making plans. Nothing prospered for long (the grocer's first cheque bounced) but though her letters are full of disasters petty or appalling, her spirits remained dazzlingly high.

High-spiritedness, of course, was a hallmark of colonial Kenya, and Nellie faithfully reflects the mingled vivacity, vulgarity, and courage of its European society. If the very presence of such a community in black Africa seems distasteful in the 1980s, to Nellie and her friends it was part of empire's natural order. Her letters never lost their fizz, but they perceptibly saddened as independence approached, as one by one her white neighbours packed their trophies, sold their beloved farms and sailed away. Nellie herself retired to Portugal, where she experimented with such a community in black Africa as she could find, and the preserving of dried flowers with silica gel, before dying at last, 92 years old and game to the end, on her little quinta among the orange trees.

She said once that the only thing she regretted about her life was Queen Victoria or Cleopatra: but if she could read this flawless filial portrait, so affectionate but so frank, so full of fun but so poignant too, she might make an exception for herself.

Jan Morris

Are you that Dante..?

Dante's The Divine

Comedy

A new verse translation

By C. H. Sisson

(Carcanet Press, £8.95)

Safely through the Ides of March comes Dante. This version of the Divine Comedy is a far cry from Dorothy Sayers' and Barbara Reynolds' 1962 rendering for Penguin Classics, clogged with notes, cloying in its Victorian-poetic floweriness. No bathos, such as damaged Kenneth Mackenzie's star-spangled box of tricks for the Folio Society last year. C. H. Sisson's aim, expressed in his brief and only note, is the effacement of translator before the text.

The pleasingly plain, readable English well reflects Dante's rhetorical eloquence. Dante's allegories flow like a glowing river warmed by the music of the spheres; carrying with them towards our polluted ocean that *dolce stil nuovo* which attributes to love the gift of bringing about a state of piety. Where the troubadours of 12th century Provence set unsatisfied desire at the centre of their poetic conception of love, Dante, in early 14th century Italy, used his mastery of the diversity of the spirit to find an exaltation: cosmic love set in harmony with wisdom and grace. *La Divina Commedia* is a golden oldie in the best and truest sense of being indestructibly beautiful in the original, yet susceptible of arrangement for other instruments of language: provided always that these are played with love.

A sustained effort to reproduce the rhythm, not the rhyme, allows lines of remarkable clarity and freedom. Properly grouped in threes, they retain Dante's fluid cadences and, paradoxically, much of the elegance of *terza rima*, though lacking in the force which rhyme gives to the original's most powerful and convincing lines. For his unflinching grace, the master occasionally packs real punch: a line can come to an end with a thump. We need little Italian less scholarship to be affected by "caddi, come corpo morto cade", which ends Canto V of the Inferno in a manner not quite conveyed by "And fell down, as a dead body falls." But some people will carp at anything. If the acid test is to go to the passages one loves best, then the rhythm of the preceding lines, where Francesca and Paolo tell their painful love story, is just right.

Mr Sisson is himself a poet; and a translator of even older, no less golden, classics, Horace and Catullus among them. He seems a most friendly native of our modern shores of language, mindful of the prayer in Book I of Ovid's *Metamorphoses*, given in his translation in an earlier Carcanet publication of his work: *Breath on my enterprise, you gods. For these mutations were your work. And an, from the world's origin, bring me safely down in our time. For those seeking to remember their Creator in the days of their youth before the evil days come, this version brings us safely down in our time. Nevertheless, "so quelin, conchito parlo, non si secca". When comes such another?*

Gay Firth

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Quick guide

The Illustrated Family Hymn

Book edited by Tony Jasper

(Macdonald & Jane's, £6.95)

What a pleasure not to have to go hunting through hymns A and M, Songs of Praise and collections of modern hymns to find our favourites—here they are, safely gathered in, with words and music clearly set out, and splendidly illustrated, from the old Italian Masters, Blake and Dorset to Purcell, Charpentier, Paul Nash, and the religious equivalent of the top of a chocolate box. It is easier to admire and love the old hymns, which have sound theological concepts as well as good music. What can be gained from "Day by Day" from *Godspell*, "They'll Know We are Christians by Our Love" and the West Indian "Kum Ba Yah" with their simple, repetitious words and music, offering us not bread but the Word of God of Concrete, God of Steel/God of Pison, God of Wheel will never be a bit like "Onward, Christian Soldiers".

The Revolting Garden, by Rose

Bligh, illustrated by Michael

Folkles (Private Eye, Andre

Deutsch £1.50). From her first

week in the Eye, two things

were clear about Rose

Bligh: not only did she

know her Schizosyllis Viscountess

Byng from her Canoe Red

King Humbert, but she was a

lady with firm views about

everything else, which she

expressed with great asperity

through a commanding use of

the English tongue: it was

months before she blew her

cover and turned into Ger-

maine Greer. Now gathered

into a badly bound but well

printed and deliciously illus-

trated paperback, *The Revol-*

ting Garden not only expounds

the secret art of malevolent

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funny.



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sion

Raquin

Ratcliffe

thrashing above the auret and Thérèse, and Camille out of the river on her afternoon, the pass a year of fortability and waiting iriving that others, suggest they get mar-1 then, "no looking, z".

at moment arrives. kes Thérèse kiss the smile; she spits her the fire. Camille's res from the wall; m take it down, blackened cadaver the marriage bed, and lewd, Laurent oom. Thérèse stays r. The cat comes in, Laurent in a distictly way. The night head.

ble with Zola's melo- at it offers the plot deau farce with a ness approaching the. "She needs to move ut a bit, get herself sed Madame Raquin ally as Laurent was t again, to make love owed Thérèse; but

Reynolds

s ago, when Alan first play, *Fat d the Last 26*, was Hampstead, one Sun- aper critic said how spool was to have ale living in it. Now, and 10 plays later, s still living in Liver- pool along with the North knows how s; but London has notice of the play- y that first play was n the South. Bring- ale the man, if not to a wider audience director Richard rection and it made areating 35 minutes s Arena last night. e lots of excerpts dle's plays and the self, shaking off his ness, spoke very ut his work.

's plays are comedies sh Liverpool humour s the most discin- about them is that about work. *Fat*

Church

g to make it excel- v long to make an Right, make an ger Corman's young re full of the wit m of Roger Corman, of fast films to the eneration.

ector of *Night-Call* called his inaugural

MEDY REALLY TH SEEING... ARKLING

Daily Tel. siously Funny"

VING COMEDY... lation & a Joy"

Guardian

ZOR SHARP... DY THRILLER

Fin. Times

le, English & dotty"

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even here it was hard to detect a leavening of irony in Simon Langton's direction or Philip Mackie's script, although Mona Washbourne's performance hinted there might indeed be irony around.

Yes, it is well done. I like the desolate, haunting score of Patrick Gowers—real film music which supports the action and lifts it from one point to the next when camera alone is not enough—and I like David Myerscough-Jones's Passage du Pont-Neuf, all acrid crows and leaded rain, still more his reconstruction of the Paris Morgue, where pitiful corpses laid out on purgatorial slabs endured from the visiting public every kind of emotion from sexual excitement to nausea, giggling and grief.

The acting is fine. Kate Nelligan's Thérèse, released from an inhibited adolescence in episode one, sustained a warm-blooded austerity through episode two, and Brian Cox makes Laurent an average sexual man of some charm. It is not their fault but Zola's that neither of the chief characters transcends heavy-breathing to become anything very positive and the rest are simply stupid. It has been more rewarding to see Jonathan Powell producing a more adventurous choice of nineteenth-century subject—Fontane's *Riffler*, for example, or *Edith Franko*, or the original *Scènes de la mode Bohème*. The talents are all here.

Harold for example was about a bus driver and Bleasdale had himself been a ticket collector. *Down the Dock Road* was about dockers based on Bleasdale's own experience as a security guard on Liverpool docks. This knowing about the work involved in his plays gives a very realistic background to his humour.

He had, we learned, no personal experience of *The Black Stuff*, his television comedy about a terrorist gang. But he said all his wife's uncles and cousins were in the business and Bleasdale was in it now as well. With the money he got from the play he set his in-laws up in the tarmac business with Bleasdale doing the clerical side.

At one time Bleasdale had the most famous voice on Merseyside. For four years he read his Fraany Scully stories on Radio City and they were, surprisingly enough, the most popular programme on the radio. Bleasdale has also written two Scully novels but he has given up the job as the strivelling radio disc-jockey. With all this success in the North Bleasdale does not seem worried about being ignored by London. But London perhaps should be a little worried about it.

briefing: "Frontal nudity from the waist up, total nudity from behind, and no pubic hair. Oh, and I want the title somewhere in the script." Another director recalled Corman's pencilled question: "Breast nudity possible here?" He replied, "Yes, Roger, indeed it is, and, thus, put right with God, went on to inject some 'profound social observation' about illegal abortions into the final product. Action, humour, sex, there must be, but the 'theme', it seems, is negotiable.

Exactly how negotiable was not made very clear in Tuesday's enjoyable, breathless *Omibus Film*. Corman's laugh is quieter than the scratch of his pencil and it seems that the busy sound of the latter during a viewing session can send all but the bravest protégés running to the lavatory.

What did come over clearly was Corman's singular importance as a lone, if unhealthy, large, independent figure in the American film industry. In a sense he represents a return to Hollywood's origins: recycling sets and actors, making five-day films and two-day films, spotting bright young men in the trailer department and giving them a break. They're cheap, and they may be good. Much of what he has made, and they now make, is rubbish (if also, like *Apocalypse Now*, gargantuan, pre-warfare rubbish). But joyfully prolific bad taste can have a very fertilizing effect. We have Corman to thank for the films of Martin Scorsese, and also for the incidental championing of Truffaut and Fellini.

On Tuesday the BBC produced yet another rambling clash with *Thames's* *Hollywood*, in the form of an excellent *Yesterday's Witness* film about William Randolph Hearst's 30-year affair with Marion Davies, the former chorus girl. As one of the extant witnesses put it, she always remained a chorus girl at heart, but the romance was much happier than most marriages.

Hearst may have been a successful journalist but, in the words of the eternally chic Anita Loos, he "wasn't very bright". Frédéric Raphael, revisiting Cambridge in *Writers and Places* (BBC 2), was very bright indeed. How does a man of such exquisite civilization write plays of such remorseless superficiality? Too easily, alas.

Das Rheingold Festival Hall

Stanley Sadie

It was no "bleeding chunk" of Wagner that the LPO offered at the Festival Hall on Tuesday but an entire carcass: and no less a chef d'orchestre served it up than Sir George Solti. It is a long time since Sir George has conducted a Wagner opera, but his great days as chief Wagner interpreter in London were the 1960s, with the Covent Garden production—which in our innocence we

Benton: the reluctant director's way to the stars

London is an important city in the career of Robert Benton. When he was here in 1977 to attend the British premiere of his second film, *The Late Show*, he arrived at Leicester Square to find it crowded. He thought his film was a surprise hit, but the queues were there to see the stars arrive for the royal film performance. It was during the same stay that he was asked to direct *Kramer vs Kramer*, which was chosen for this week's royal performance.

Robert Benton also wrote the script for *Kramer*, as he has done the screenplays of his two other films. He is less a frustrated writer than a reluctant director. "I know that one of my great weaknesses as a director is that I try to write my way out of trouble rather than direct my way out of it. I think the script is the guts of a film. One of the problems with American films now is that there are no great screenwriters. I suppose it is a result of the auteur theory. Every one wants to direct. I didn't want to direct until I had done it. And if someone said to me tomorrow you cannot direct, but they allowed me to write what I wanted, I would be very happy."

"David Newman, my partner, and I were working for *Esquire* magazine in New York and we wanted to write movies. We wrote a script, *Bonnie and Clyde*, and in four years it was turned down by every studio in Hollywood. Truffaut was going to do it at one time. Warren Beatty finally bought it, the picture worked and we were offered a contract at Warners to be screenwriters. I remember thinking that that was all I ever wanted."

"We wrote the script for *There Was a Crooked Man*, which was directed by Joe Mankiewicz, and we saw it all

being made. We fell in love with making films. David said he wanted to break our contract and direct pictures. There was a row which lasted three days. I am not one given to temper, but there is a filing cabinet in our office with a dent in it which I kicked in. "David eventually won and, in order for me to save some kind of face I said all right, but if you direct, I am going to direct. I didn't want to. We agreed to write two scripts. He would direct one and I would direct the other. By accident the studio chose the one I was going to direct. I honestly believe that if they had got me alone I wouldn't have directed it. But as David was at the meeting I said, of course I have to direct it."

As far as Benton was concerned, the experience was a great success. He found directing *Bad Company*, a western, totally exhilarating. But audiences were not impressed, nor were the critics. The film lost money. "It took me five years to do another film. David and I did screenplays together during the day and at night I was writing *The Late Show* by myself. During those five years we wrote 15 screenplays, of which only five were made. I used to start writing when our son went to bed at about eight until 11.30 or 12 at night. *The Late Show* took about three years to write. I am a very slow writer. I write by hand. I can't think straight onto the typewriter. At one point, I was about to go with my family on vacation and I said either I do it or I give it up. So they went away for two weeks and I forced myself to finish it."

The Late Show was a critical success, a twist on the private eye genre whereby the Marlowe/Spade character had grown to old age. Art Carney plays the dated detective who searches for Lily Tomlin's cat until it leads him to murder.



Robert Benton with Meryl Streep on the set of *Kramer vs Kramer*

Although proud of it as the film which proved his competence and fortified his confidence, Benton judges it as a writer.

"*The Late Show* is the worst plotted film in history. When Howard Hawks did *The Big Sleep*, everyone said the plot doesn't make sense. As a result of that, there is a lot of lazy writing today. In *The Late Show*, nobody who is killed is anyone you know. The action takes place off screen by people who you don't know. I wouldn't care, but it is destructive to the film. The plot gets in the way of the two main parts. The film to a great extent was about my

father, a man of tremendous courage who died because he was too scared to have an operation on his stomach."

Robert Altman, who keeps his regular team of technicians intact when he is not working by encouraging them to work for his proteges. "I went to see Altman. I was very nervous. He has this reputation for being an improvisational director. The first time I met him I said, I am a writer. I do not improvise. He turned to me and said: 'I do not improvise. I just rewrite a little later than you do.' I learned how to live with actors from Altman. As a

writer, they were always people who screwed up my lines. But he explained that you can't expect an actor to tell lies for you unless the lines are convincing."

His success with *The Late Show* made him an eligible property and, when François Truffaut backed out, he was asked to make *Kramer vs Kramer*, an emotional story about divorced parents who battle over the custody of their six-year-old son. "Part of the reason for *Kramer* is that my wife and I have a son who is 14 next month. When you have a child who reaches a certain age, you can see how soon they

are going to leave you. Many times when he was a child I took him for granted, most of all in day-to-day living: walking him to school; sitting in the playground. I use the same playground in the film which I took my son to, the same hospital where my son had his head stitched up. The apartment we used was two blocks from where we live."

He had to guide and direct Meryl Streep as the mother, Justin Henry, the boy, and Dustin Hoffman as the father, an actor who has a reputation for being difficult to work with. Benton did not find him troublesome. "Once a film is being made, there is a momentum to continue working, whether the picture is going well or badly. Everyone wants to keep working. Keep the momentum going."

The reason that Dustin is valuable is because he can see when something is false and he is brave enough to stand up and say it is false, stop the machine. And everyone on the set says, why is this person creating such a scene? People say Dustin is badly behaved because he becomes overwhelmed by that momentum."

Hoffman has taught Benton a lot about acting and was particularly helpful in creating a good performance out of the boy. When the child has to cry on cue, he did it in one take and brought a round of applause from the crew. Benton did not find him troublesome. "Once a film is being made, there is a momentum to continue working, whether the picture is going well or badly. Everyone wants to keep working. Keep the momentum going."

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Sunday, sorry Sunday

Election in Poland, meaningless
 though it is, yet has a meaning
 beyond that which those who
 have ordered it would like it to
 be thought to have. The Poles
 have no choice over who is
 appointed to rule them, or in
 the policies determined for
 those rulers to rule with. But
 they have a choice of forgetting
 about freedom or remembering
 it, and they have chosen to
 remember it, for ever. I have no

Sex tea

Waiting for a Budget bombshell

aching and th

ne rights of p

employed alike (the que
strikers' benefit is a
one) he will be muc
able to resist attacks
other elements of his

Sex teaching and the rights of parents

In this most sensitive area our experience shows that blanket dicta such as Mr Butt suggests are not effective, though we share his concern.

Many of these comments also apply to the letter from the chairman of the Responsible Society (March 5). About three years ago, our national

Barbara
The author is chairman
Family Planning Associ-

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bour great intellectual figures
f the past, whose ideas still
ffect the way we think today.
he first batch, published on

Philip Ho

LONDON DIARY

number of inquiries for prospectuses at Radley has more than tripled. Other public schools report a doubling of

Critics who have complained that the series has been five

Two years ago, Mr. F. C. Morgan was the cathedral's honorary librarian. Now Miss Penelope Morgan devotes her

Lords, our parliamentary correspondent has discovered at Shrewsbury is, indeed, the best earldom where such a

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S THATCHER'S THREATS

cher said in the House on Tuesday that the Government would have to withhold part of the Community budget if it was not equitable solution to the country's budget difficulties. The threat was not stronger than those made in the past. Since the end of December 3, Dublin summit, she has clear that she sees two forms of pressure if not get satisfaction—contributions and punitive. She mentioned in her BBC interview that the fact that she specifically on Tuesday considering withholding the tax component of the Community budget, and did so without expressing any difficulties, has raised the temperature in advance of the Brussels summit, which March 31.

Britain was offered a loan worth £350m in the mechanism limiting the amount of the budget. The Government also agreed that mission should examine which Britain should receive from the budget as improving on this, and he prospects for agreed earlier summit meeting the regular one this time then the Commission produced its proposals, provide a good basis for an

agreement, and there have been extensive discussions. But plans for the early summit had to be abandoned and, with less than two weeks to go to Brussels, it is clear that Mrs Thatcher is going to have great difficulty in getting a satisfactory settlement. The French government even threatened last week to refuse to discuss the issue at all unless the Commission produced more specific proposals before the Brussels meeting—a procedure calculated to weaken Britain's bargaining position.

In these circumstances it is understandable that Mrs Thatcher feels bound to bring what pressure she can to bear. The basic British case is an entirely fair one. The present structure of the Community budget, with over 70 per cent going to agriculture, means that Britain, one of the poorer members, is in effect subsidising several of the others. This is out of line with the Community's own principles, which are to even out economic differences between different regions. It is also contrary to the undertaking given Britain in its entry negotiations that the share of the budget going to agriculture would be reduced, and that if an unacceptable situation arose an equitable solution would be found. Moreover the issue which has primarily caused Britain's difficulties, the predominance of the common agricultural policy, wasteful as it is, is one that should be of concern to all members of the Community. Reform of the policy cannot come quickly enough to

resolve Britain's immediate difficulties, but it is badly needed.

Meanwhile failure to get satisfaction would not justify Britain taking actions, such as withholding part of its contributions, which would be a clear breach of Britain's legal obligations as a member of the European Community. Respect for legality is important for the future of the Community. It is true that France, which so often claims to be an exemplary member of the Community, has now been in flagrant violation of its law for some months over its refusal to allow lamb imports from Britain, and has thereby weakened respect for the Court of Justice. But that is not a good enough reason to follow suit. If it does prove necessary to take strong action, Britain should confine itself to disruption within the law, which could be quite effective enough.

The hope must be that Britain's partners will recognize the justice of its case—and the feeling that has built up over it in this country. If Mrs Thatcher renounces empty-handed, or nearly so, there will be great pressure on her to be disruptive. But in return for understanding Britain has to show that it is prepared to be a cooperative member, and that involves readiness to work for agreement in a number of areas, among them energy policy, fish and agricultural prices. It must be obvious, however, that it makes no sense for Britain to make expensive concessions in those areas which would simply reduce whatever it might gain on its budget contributions.

THE HELP FOR ARSONISTS

of the BBC and the other brings up once dilemma that arises from the activities of violent groups have to be. The first rational aim groups is to win publicity and attention to their cause. Therefore, any cover their attacks is in effect to them. But suppression news is a failure in the the news media in the and would be in any case a rumour and panic, that treats such crimes as mayhem without in of the motives behind a full public and the ent into overlooking significant even dangerous cur-murder feeling. This a delicate responsibility media to treat political according to their merits without suppression and the kind of gloating that can attach glamour can cause, or give it a greater importance deserve.

I accounts last week's documentary about the series of arson in Wales fell short of standards, but not as

heavily as a number of others dealing with the harsher and more complex affairs of Northern Ireland. Someone said to claim a connection with the crimes was briefly seen passing a document to someone else. The spectacle added nothing to the argument beyond the frisson derived from the sight of a genuine alleged associate of terrorists; but that frisson can scarcely have been a very intense or alluring one. It is claimed that the programme obstructed police inquiries, and certainly if it made public useful information which its makers had been asked to conceal, that was a mistake. If, as has also been alleged, travelling expenses were paid to secure delivery of the document which the group must have been only too eager to promulgate, that was both wrong and unnecessary. But the ensuing chorus of indignation may have been counter-productive, for it has supplied the arsonists with more headlines and parliamentary flurries than arson by itself ever brought.

There need be no surprise at the appearance of a movement of this kind in Wales at this moment. The rejection of the devolution proposals by the Welsh people was always likely

to impel some extremists to resort to desperate measures. The economic sufferings of industrial South Wales under the rule of a party which has little following in the Principality tend to foster more widespread ill-will towards things English. There is a long tradition of marginal minor terrorism in Wales. The form it takes today is understandable though misguided. There are many rural areas throughout Britain where the ability of wealthier outsiders to push the price of cottages beyond what local people can afford creates a genuine problem. The contribution of such visitors to the local economy is equally real: indeed, the main sufferers if the campaign of arson ever begins to have its desired effect would be the communities in Wales that depend largely on tourism. Rural Wales has acute problems of depopulation and lack of opportunity, but as yesterday's report from the Development Board for Rural Wales indicates, there are likelier ways than this of countering them. Even apart from the obvious physical dangers involved in the campaign, burning houses down is a perverse way to cure a housing shortage.

The fact is that since the business has been under GLC control LT have had greater security and more money than ever before. There is not a lot of point in asking for Clause 4 of the party constitution to be finished (the firm bow). Similarly, London's public transport network is unique and little purpose is served comparing its operation and its financing with those of other large transport systems where the scale, age, geography and passenger demand differ so much, and national economic conditions vary so widely.

I strongly suspect that the GLC and Government would both be more inclined to consent to higher capital injections were there to be an indication from LT that the money would be used to full effect. After all, it is now nearly 10 years since Underground one-man operation was accepted in principle: we still haven't got it. Yours faithfully, HORACE CUTLER, The County Hall, SE1, March 13.

Human rights in Britain

From Mr Paul Sieghart

Sir, To judge from Fred Silverstein's description on your features page (March 17) of the European Convention on Human Rights and Fundamental Freedoms, one might think it had been put together by a lot of undemocratic foreign socialists. In fact, its main architect was a leading British Conservative parliamentarian, a distinguished Attorney General, Home Secretary, and Lord Chancellor—the late Sir David Maxwell Fyfe, later Lord Kilbride.

So far from being un-British and undemocratic, the convention endorses the values of individual freedom in a democratic society in which Britain has always led the way, starting with the struggle against arbitrary authority waged and won by the parliamentarians and common lawyers, in alliance, in the seventeenth century, which culminated in our Bill of Rights of 1689.

However, Mr Silverstein is right on one point. It is an anomaly that Britons can sue their public authorities for human rights infringement, but have no remedy in the British courts. But the solution for that problem is not now to deprive them of that right, which they have enjoyed under successive governments, both Conservative and Labour, for more than 11 years. It is to give them the same remedy as is available at last enacting the European convention as part of the law of the United Kingdom, and so bringing our ancient Bill of Rights up to date. That is the way to make the convention more democratic here, as it already is in many other European countries.

Mr Silverstein would therefore do well to join the distinguished parliamentarians and lawyers of all parties who now advocate that step—not least among them the present Conservative Lord Chancellor. Yours, etc. PAUL SIEGHART, 6 Gray's Inn Square, WC1, March 13.

Transport in London

From the Leader of the Greater London Council

Sir, The Chairman of London Transport (March 13) is right to say that London's public transport needs a commitment to investment over-riding the year-by-year fluctuations which beset all public sector projects. London's public transport is a unique and little purpose is served comparing its operation and its financing with those of other large transport systems where the scale, age, geography and passenger demand differ so much, and national economic conditions vary so widely.

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'Gone for a soldier'

From Colonel H. C. B. Rogers

Sir, Mr Harry Hopkins (March 17) appears to claim a knowledge of military history denied to the many eminent historians who have written about the regimental histories which he so amusingly describes as "hagiography". However, his own reading of military history seems to have been singularly circumscribed, for otherwise he would have been aware of the numerous contemporary accounts by both regimental officers and soldiers which portray a mutual esteem, and often affection, totally at variance with the image he projects. Furthermore, he has omitted to notice that throughout the eighteenth and nineteenth centuries the British Army was more consistently successful in war than that of any other nation, a record that could hardly have been achieved without good regimental officers.

Yours faithfully, H. C. B. ROGERS, 20 Regent Road, Wokingham, Berkshire, March 17.

From Mr P. Barnett

Sir, Could not a special medal be struck for those who sat through the BBC 2 programme *Gone for a Soldier*?

As one who could not take more than the first 15 minutes, I am grateful to your correspondents for their comments and their endurance must surely qualify them for a long service award. Yours faithfully, PATRICK BARNETT, The Lodge, Canon Pyon, Gloucestershire, March 14.

LETTERS TO THE EDITOR

A single-track Channel tunnel

From Mr Patrick Stobart

Sir, What is the latest proposal for a single-track tunnel under the Channel all about?

For technical reasons, we are obliged to site any dry-dock link with Continental Europe at the only practical crossing point which is from Kent to the Pas de Calais. This has been done since we should be obliged to force all traffic through the Midlands and North of England. Added to this is the fact that free circulation of goods trucks and passenger coaches would be quite impossible, unless we were to trim back all our platforms and increase the size of our tunnels and bridges to receive the larger profile of Continental rolling stock. We should also have to harmonize our braking system with that of our neighbours.

Thus, even the most elaborate of tunnels would fully into that of the Continent. In the sense that the national networks on the Continent have, for years, been plugged into one another, it would require an investment of impossible magnitude to achieve the same sort of flow of mixed international goods and passenger traffic. One can observe at, for example, the Alpine tunnels or the rail bridges over the Rhine.

The proposed single-track tunnel would be a pretty toy. With the proliferation of rail-air, coach-air, rail-coach, coach-coach, and rail-rail services, it would perhaps provide just one alternative mode of transport which would not be significantly faster or more convenient than its competitors. One would doubt whether it would do very much more to help our export trade than the long-standing Dover-Dunkirk train ferries have done with their limited "anchor wagon" goods services.

National swimming galas

From the Speaker of the House of Commons and others

Sir, Whatever view one takes of the Olympic games in Moscow—and the undersigned are of many opinions—it is surely right to try to minimise the adverse effects of this controversy on children.

It has been drawn to our attention that plans for Swim Around Britain, a series of swimming galas in the main regional centres of Britain in aid of the National Children's Homes, have been delayed by the postponement of the original prizes—tickets to the Olympics. Unless Swim Around is rescued, some 9,000 youngsters who were expected to compete are apt to be bitterly disappointed, and another 5,000 in the children's homes will lose the £150,000 which the sponsors hope to collect.

In a last-minute attempt to avoid this various firms have generously offered to defray some of Swim Around's expenses, and to provide alternative prizes, including holidays in Florida and California. We are very grateful to these benefactors, as is the Methodist Church which runs the National Children's Homes. But more help is needed

Labour and democracy

From Mr Ernie Roberts, MP for Hackney, North and Stoke Newington (Labour)

Sir, As a member of the Labour Party for forty years, I feel that I am better qualified than Bernard Levin can possibly be to comment on the party's internal arrangements. The Times, March 13.

Clause 4 of the party constitution (on "common ownership of the means of production, distribution and exchange") appears in every party membership card, and embodies the aspirations of every genuine member. So we agree on our objective, although there is constant internal discussion about how to achieve it. However, every dissension in the Labour Party is cheered over by the "free" press, and the Bernard Levin of Fleet Street—from a position of ignorance—aggravate and intensify the dissension. What the CLPD would like to see is a Labour Government which is continually accountable to the working people who elected it. And that, despite Levin's tendentious use of quotes from my book *Workers' Control*, is exactly what I mean by "the dictatorship of the working-class majority". Yours faithfully, ERNIE ROBERTS, House of Commons, March 18.

Agenda in Bucharest

From Mr Leonard Kirschen and Mr Horia Georgescu

Sir, Lord Carrington should know better than to try to enlist the support of Ceausescu's Romania for his plan for a neutral Afghanistan, as you reported on March 8 in connection with the Foreign Secretary's visit to Bucharest. There are limits even to the persistence myth of Ceausescu. He is not a "billionaire" and he is too dependent on Soviet power to risk the Kremlin's displeasure. Moreover, does Brezhnev really need Ceausescu as an intermediary between the Soviet Union and Britain?

In any case, if Lord Carrington feels he has to go to Romania he should put his visit to better use. He cannot condemn Communist massacres in Afghanistan or any other Soviet violations of international law and human rights while consorting with the leaders of the most Stalinist regime in Eastern Europe. The Foreign Secretary knows very

All that glitters

From Mr J. K. R. Murray

Sir, Dr Basil Bard's suggestion (March 5) that it should be made legal to market silver articles of a lower grade than normal sterling silver is unobjectionable only if it is compulsory to describe the articles, not as silver, but as "billon"—a useful word for base silver. If the hallmarking only were varied, would it not still be possible for manufacturers and advertisers to describe their wares as being of "solid silver"? The something called "gold billon" would put it firmly in its place. It has long been a scandal that

If a cross-Channel link is to be of more than symbolic value, then it has to be capable of maintaining a steady flow in both directions and of accommodating, on swiftly-loaded rail flats, lorries of the largest profile—always assuming that we can persuade our neighbours on the Continent to grant our road vehicle operators an adequate number of transit permits once they arrive.

In for a penny, in for a pound. If we are to build such a link, then let it be twin-track, high-speed and embody all the latest systems for loading, passenger and goods road vehicles. Otherwise, we risk making the same mistake as Brunel who built his remarkable Tamar bridge with single track, no doubt under the same sort of financial constraint. Yours faithfully, PATRICK STOBART, 44b Manor View, N3.

From Mr H. Curtis
Sir, As a tunnel specialist I am disturbed that consideration is being given to the construction of a single rail tunnel with a smaller service tunnel at the side. A single tunnel of any description is a recipe for disaster sooner or later, the length of the proposed tunnel would make for a failure of signals.

A tunnel in each direction along with a useful service tunnel should be the aim of the construction. It would appear that the construction should be built, financed, and managed by private enterprise and in no way controlled by politics. The first needs are for a technical department and a financial department with representatives each side of the Channel; the scheme could in the future be a sound investment for the far-sighted. Yours faithfully, H. CURTIS, Red Cottage, Thorpe, Driffield, North Humberside.

and quickly. Swim Around starts this week in Belfast and will be staged as follows: Glasgow (21); Leeds (24); Coventry (25); Plymouth (26); Cardiff (27); Blackpool (28); Crystal Palace (31). May we through your columns appeal to men and women of good will of all parties and all sides of industry, commerce and the media, to do their best to help by getting in touch with the organizers at: NCH, April 15 Highbury Park, London N5 1UD.

Given such support, we are convinced that it is still possible to make Swim Around Britain a success and by so doing to avoid the contention over the Olympics being visited on our children. GEORGE THOMAS, WILLIAM GOWLAND, IAN GILMOUR, HECTOR MONRO, DAVID OWEN, DENIS HOWELL, ELDON GRIFFITHS, RICHARD WAINWRIGHT, PETER BOTTOMLEY, RAY WHITEY, ROBERT BANKS, DEN DOVER, House of Commons, March 18.

just what the Campaign for Labour Party Democracy (composed of what Levin calls "the lunatic left") would like to see:

1. A more democratic party, in which Conference (the rank and file) makes decisions binding on a Labour Government, in which the Leader is chosen through Conference; and in which MPs must stand up for re-election in their constituencies before an election.
2. A more democratic Britain, in which democracy means more than a vote every five years. The working class (the proletariat) constitutes the majority of the electorate, and they must have the right to control the government they elect. Sometimes, of course, they are persuaded by the press to elect a government detrimental to their interests—but they soon discover their mistake, as they are doing with the Thatcher Government as present. What the CLPD would like to see is a Labour Government which is continually accountable to the working people who elected it. And that, despite Levin's tendentious use of quotes from my book *Workers' Control*, is exactly what I mean by "the dictatorship of the working-class majority". Yours faithfully, ERNIE ROBERTS, House of Commons, March 18.

well that this regime is now engaged in a savage persecution of political and religious dissidents. Harsh sentences have been inflicted on many of them, while others have been forcibly interned in psychiatric "hospitals".

On the day his visit was announced, Amnesty International launched an appeal for the release of Mr George Brucanu, a Romanian dissident, who "was put in the Bihor camp in a psychiatric hospital" for political reasons. In our view, Lord Carrington would do a service to the cause of freedom by requesting the release of Ceausescu's prisoners of conscience—as he has every right and every duty to do under the Helsinki agreements. Yours faithfully, LEONARD KIRSCHEN, Vice-Chairman, HORIA GEORGESCU, General Secretary, British-Romanian Association, 54-62 Regent Street, W1, March 10.

Lack of red tape

From Mr George Choudhary-Best

Sir, The recent correspondence about red tape (eg Mr Hosking, March 15) calls to mind the fact that in the Civil Service the use of red tape as distinct from white tape (in typing bulky files) was abandoned in December 1915, as an economy measure because of the cost of dye (Public Record Office file STAT 12/14/L4751/13). In the India Office, green tape was used to tie up documents; and indeed the cord of the "India tag" (less correctly called a "Treasury tag") is still coloured green today, its use having begun in the India office as a result of a minute by Sir Arthur Godley in 1887. Yours faithfully, GEORGE CHOUDHARY-BEST, 174 Park Hill Road, Basildon, Essex, March 16.

Witless approach to Whistler?

From Professor Ronald Pickvance

Sir, Now that the proposed sale of some of Whistler's paintings from Glasgow University's art collection is out in the open, I should like to voice my own profound unease at what Mr Brinsley Ford has called a "disastrous, short-sighted policy". The threat to our national heritage is obvious; but I should like to concentrate on its harmful local effects.

It threatens to break up a unique collection of Whistler's work of acknowledged international standing. Whistler was not a highly productive painter in the way that Monet or van Gogh or Picasso were. He produced about 500 paintings. The uniqueness of the Glasgow collection is that it represents much of what remained in Whistler's studio at his death: historically, then, it is an invaluable and irreplaceable "document".

It arrived in Glasgow through the generosity of Whistler's sister-in-law, Miss Rosalind Birnie Philp. To dispose of any of these paintings is to destroy the very *raison d'être* of the collection. Moreover, these are unique paintings; there is no question of versions existing elsewhere. And in any case, they have never been properly exhibited in the university. In June of this year the university will be opening the long-awaited Hunterian Art Gallery, to open it short-Whistler would be unfair to Whistler, Miss Birnie Philp, members of the university, and art-loving visitors from Scotland and beyond.

On a personal level, I deplore their disposal and dispersal. I do so as a student of Whistler for the past two decades and as an inheritor of the late Professor McLaren Young's devotion to Whistler scholarship. This will receive a timely boost when McLaren Young's catalogue raisonné of Whistler's paintings is published by Yale University Press in June of this year, thus coinciding with the opening of the Hunterian Art Gallery.

Serious Whistlerians the world over will find this catalogue an indispensable work of reference. It would be foolish, indeed, if some 10 or 15 of these paintings were then found to be on route to new owners. The catalogue would immediately become out of date!

So what is the answer? The need to find over £300,000 to pay for the gallery does come at an admitted harsh time economically. But have other possible ways of raising the money been sufficiently explored? Has the university appealed to its graduates and benefactors? Has it approached prominent commercial and industrial sponsors? Now is clearly the time to make some kind of appeal: it is not too late for a reprieve. Anonymous benefactors or benefactors in kind, wealthy alumni or well-organized public appeal: it does not matter in how few or how many combinations the needed sum is raised.

Let the Hunterian Art Gallery open with its Whistler intact: let the new catalogue raisonné of his paintings remain accurately up to date. And let us not invite the ghost of Whistler, beside itself with rage, never a lover of committees or cabals, of philistines or the press, to haunt us with a stream of unmatchable invective. Yours sincerely, RONALD PICKVANCE, Richmond Professor of Fine Art, The University of Glasgow.

Lawyers' labels

From Mr Jeremy Smith

Sir, Your report (March 14) on the Afghan situation includes the statement that "Tues today reported from Kabul that President Karmal of Afghanistan had received a delegation of the International Association of Democratic Lawyers, representing eight Communist countries". In fact, the eight-person delegation on the International Association of Democratic Lawyers to Afghanistan consists of lawyers from Belgium, France, Algeria, West Germany, Finland, Austria, India and Palestine. Unless my arithmetic is wrong, I calculate that this delegation represents zero, rather than eight, "Communist countries".

Whether the mistake lies with Tass or your correspondent, I would ask you to clarify the position, since the "ADL", to which the Haldane Society is affiliated, represents democratic and progressive lawyers from all types of society, and not any one section. Yours faithfully, JEREMY SMITH, Secretary, Haldane Society of Socialist Lawyers, 14 Parkfield Road, NW10.

Hand to hand

From Mr H. A. Shaw

Sir, Bernard Levin's fascinating game (March 5) should prove fruitful: may I be permitted to extend it to South-east Asia? In 1950, a "Malay penguin" (headman) in "T" Malaya put how his grandfather had met and had long talks with Stamford Raffles, a few days after Raffles had arrived there to establish the colony in 1819. Yours truly, H. A. SHAW, 40 King Henry's Road, Primrose Hill, NW3.

Lack of red tape

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Sir, The recent correspondence about red tape (eg Mr Hosking, March 15) calls to mind the fact that in the Civil Service the use of red tape as distinct from white tape (in typing bulky files) was abandoned in December 1915, as an economy measure because of the cost of dye (Public Record Office file STAT 12/14/L4751/13). In the India Office, green tape was used to tie up documents; and indeed the cord of the "India tag" (less correctly called a "Treasury tag") is still coloured green today, its use having begun in the India office as a result of a minute by Sir Arthur Godley in 1887. Yours faithfully, GEORGE CHOUDHARY-BEST, 174 Park Hill Road, Basildon, Essex, March 16.

FUSION IN IRAN

not know whether, or to tent, the unfortunate in hostages in Tehran are of the manoeuvres, nego- and speculations in the world about their release. It is hard to know to wish them better informed, whether they would be made sicker by norance (with the fears oblivion that that would or by the constant of hope to which their and families are being ad.

special United Nations sion has been and gone being able even to see stages. The offer of the "jits" (whose academic must by now be in serious to hand them over to the dinary Council) turned be a bluff. The only r of hope left on the is the pledge given by mam Khomeini and the nts "to let the new majlis bly" decide their fate. It is rapidly receding, as on about the results of st ballot of the majlis st causes postponement of ond ballot. Moreover, such as have been declared a victory for the Islamic ican Party (IRP), which ts the "students", rather y the supporters of Presi-tani-Sadr, who has urged struction of "self-inter-ression-making centres" and commendable view is that ng hostages is not a way gele against imperialism".

There have been widespread reports of irregularities in the conduct of the poll, which is why a recount has been ordered, though why this should delay the final announcement of the first-ballot results for another month, as was stated yesterday by the centre managing the elections, is not immediately clear. Nor is it clear that a recount is the right response, since many of the allegation concern irregularities in the voting itself, particularly on behalf of illiterates, rather than in the counting. At one point President Bani-Sadr was suggesting that the elections might have to be annulled altogether, but it has apparently been decided that the incidence of fraud was not serious enough to justify this—though the argument given in support of this statement by the Supervisor of the Interior Ministry (that many of the groups making complaints were themselves the subject of complaints) hardly seems a conclusive one.

None the less, it appears that a lot of people did vote spontaneously for IRP candidates, many of whom were well-known religious leaders who since the revolution have frequently appeared on the radio or television. They were helped especially by Imam Khomeini's eve-of-poll injunction to "elect committed, Muslim individuals who have an inclination towards the Left or the Right", which had the effect of ruling out both

the allegedly pro-Western secular liberals and the various left-wing groups including the left-wing Muslim "People's Mujahidin" who might have been the IRP's most serious rivals. It did not rule out the "Committee for Popular Co-ordination with the President of the Republic" formed by Mr Bani-Sadr's supporters. But this group was apparently too new for its existence to have registered with most voters, and very few drew a clear distinction between it and the IRP. The rivalry and the political differences between President Bani-Sadr and the IRP leader, Ayatollah Beheshti, have never been openly referred to in the Iranian media, and many voters may actually have believed that in voting for the IRP they were supporting the President.

However, it is not yet certain that the IRP's lead is big enough to give it an overall majority in the majlis. In Tehran a number of independents and moderates, including the former prime minister, Dr Mehdi Bazargan, were reported to have been elected, and the President's supporters had higher hopes in some provincial centres such as Isfahan where their candidates were better known. It is probable that the President's desire to eliminate the "decision-making centres" and establish a workable and coherent system of government. But clearly that is going to take some time.

me in a castle

Professor Luke Herrmann far as I am aware your brief of March 13 concerning the nce of five portraits at Castle in part satisfaction to duty on the death of the Duke of Norfolk, records th occasion when such a as not involve the removal works of art from their setting. These portraits have been allocated to the National Gallery, but "will remain andel Castle on permanent provided that they are in full public view". This ement is to be warmly ed and it is to be hoped that I provide a precedent for future estate duty deals of ind. recent example of the sad action of a famous family

collection because of the failure to reach such an agreement, can be seen at Arthur's in Northamptonshire, and other treasures. The Dycks and Portraits Gallery is to be inaugurated on pioneering this new arrangement, by which the future of the art heritage of the provinces can at last be secured. Yours faithfully, LUKE HERRMANN, History of Art Department, University of Leicester, March 16.

Treasure from Tipperary

From Mr K. R. Smith

Sir, You report (March 7), the finding of a beautiful gold chalice and other objects near Thurles, County Tipperary, which are to come to London for cleaning and

conservation treatment at the British Museum. At the time of its discovery the St Nizian treasure was likewise sent to the Museum for treatment and arrangements were then made for the objects to be exhibited in London before being returned to Scotland.

Would it be possible, through the courtesy of the Irish authorities, for this new find to be displayed for a short period at the British Museum before it is returned to Ireland after cleaning? There must be very many people for whom this would be their only opportunity to see an extraordinarily interesting "treasure of Ireland". Yours faithfully, KENNETH R. SMITH, 35 Stratford Road, Watford, Hertfordshire, March 11.



COURT CIRCULAR

BUCKINGHAM PALACE

March 19: His Excellency Herr Karl-Heinz Kern and Frau Kern were received in farewell audience by the Queen and took leave upon His Excellency relinquishing his appointment as Ambassador Extraordinary and Plenipotentiary from the German Democratic Republic to the Court of St James's Palace.

Sir Kenneth Bevel had the honour of being received by Her Majesty upon his retirement as Head of the Central Policy Review Staff, Cabinet Office.

The Queen held a Council at 12.40 o'clock this afternoon.

There were present: the Lord Hallam of St Marylebone (Lord Chancellor), the Lord (President), the Right Hon the Lord Mackay of Clashfern (Lord Advocate), the Lord (President), the Right Hon Michael Jopling, MP (Parliamentary Secretary, Treasury), and the Right Hon Norman St John-Stevas, MP (Chancellor of the Duchy of Lancaster).

The Right Hon John Gordon having been previously appointed a Member of Her Majesty's Most Honourable Privy Council.

The Most Reverend Robert Runcie (Lord Archbishop of Canterbury), the Hon Sir Robin Dainton, and the Hon Sir Peter Oliver (Lord Justices of Appeal) were sworn in Members of Her Majesty's Most Honourable Privy Council.

Mr Neville Leigh was in attendance as Clerk of the Council.

At the Council the Queen took the Life of Her Majesty for England and Wales.

The Lord Hallam of St Marylebone had an audience of Her Majesty.

After the Council the Right Hon Norman St John-Stevas, MP, had an audience of the Queen when Her Majesty asked him to sign the High Sheriff for the County of Greater Manchester, Merseyside and Lancashire.

The Queen's Patron, this afternoon visited London House for Overseas Graduates, Mecklenburgh Square, W.C1 on the occasion of the Golden Jubilee of the Queen.

She was accompanied by the Mayor of Camden (Councillor Sally Pender) and the Chairman of London House (the Lord Seabrook), and afterwards, with the Director (Sir John Wilson), met representatives of the residents and staff.

Mrs John Dugdale, Mr William Heseltine and Lieutenant-Commander Robert Guy, RN, were in attendance.

The Duke of Edinburgh arrived at Canal Railway Station in the Royal Train this morning to visit Royal Air Force Lincoln-on-Use and was received by the commanding officer (Group Captain R. H. Wood).

His Royal Highness, President of the Maritime Trust, after noon visited HMS Warrior at

Lancing College

The following 1980 scholarships are announced:

Scholarships: S. Bell, Widdowson; J. M. Gattick, Downes; A. R. Kershaw, St Christopher's; Hove; M. D. Johnson, Downes; A. J. Bilton, St Christopher's; Hove.

Melrose Scholarships: A. R. Bell, Melbourne Lodge; S. J. Lindsay, Dorset House; P. J. Pender, The Priory; A. R. Chaplin, Broadwater Manor.

Major Exhibitions: R. P. Bailey, Downes; N. J. Ziegler, Fernenden; T. E. E. Hobson, Broadwater Manor.

Hartlepool and was received by Her Majesty's Lord-Lieutenant for Cleveland (Colonel J. A. Pomeroy).

The Duke of Edinburgh, attended by Wing Commander Anthony Nicholson, travelled in an aircraft of The Queen's Flight.

The Prince of Wales this morning toured a Dairy Trade Federation Creamery at North Tawton, Devon.

His Royal Highness this afternoon visited Hinkley Point 'B' Nuclear Power Station, near Bridgwater, Somerset.

The Prince of Wales, attended by Mr Oliver Everett, travelled in an aircraft of the Queen's Flight.

The Princess Anne, Mrs Mark Phillips, Patron of the Riding for the Disabled Association, attended a luncheon, received a Silver Jubilee Saddle from the Worshipful Company of Saddlers and afterwards met Council Members and County Representatives of the Association at Saddlers' Hall, London EC2.

The Princess Anne, Mrs Mark Phillips, President of The Save the Children Fund visited Jebb House, Clapham Road, London, SW9, this afternoon to see the preparations for the British Transworld Stop Polo Expedition and this evening was present at a dinner and fashion show at the Royal Albert Hall, London, W8.

The Countess of Lichfield and the members of the Lawson were in attendance.

The Queen was represented by the Lord Mowbray and Stourton (Lord in Waiting) at the Memorial Service for Sir Patrick Hancock (formerly Her Majesty's Ambassador Extraordinary and Plenipotentiary at Rome) which was held in the Crypt Chapel of St Paul's Cathedral today.

The Queen's Mother today honoured the Master of the Worshipful Company of Salters (the Earl of Arvon) and the members of the Court of Assistants with her presence at luncheon at Salters' Hall.

The Dowager Viscountess Hambleden and Captain Alastair York were in attendance.

YORK HOUSE

March 19: The Duke of Kent, President of the Commonwealth War Graves Commission, today presided at a Meeting of the Commission at Muldenhead, Berkshire.

Lieutenant-Commander Richard Buckley, RN, was in attendance.

Prince and Princess Michael of Kent will present the annual Prince of Wales Award for the year 1979 to the Forces Help Society and Lord Roberts War Fund.

The President is Mr Frederick Cleary and the chairman the Marchioness of Albury. Dame Anna Neagle and Sir Robin Gill will be the speakers.

A memorial service for the Duke of Abercorn, Chancellor of the New University of Ulster, Coleraine, will be held at the university on Friday, March 21, at 2.30 pm.

Birthdays today

Mr William Baddeley, 66; Mr Arnold Bax, 80; General Sir Charles Gairdner, 82; Dame Vera Lynn, 63; Professor Sir Ashley Miles, 62; Mr B. Harris, 62; Lord Strathclyde, 69.

Minor Exhibitions: H. Y. K. Wong, St Aubyns, Hove; A. W. B. Wells, St Wilfrid's, Seaford.

Clergy Awards: R. T. L. R. Pugh, Westerleigh; D. G. Lloyd-James, Westinghouse.

Music: Walter Stanton Scholar, Cathedral Choir School; G. W. Smith Scholarship, R. W. G. G. Williams, St John's College, School, Cambridge; Major J. J. Ashwood, Ashwood, Lancing and Lower Lodge; S. K. Bates, St Edmund's, Canterbury; Exhibitions: J. C. C. Hill, Lancing; Mr J. J. Ashwood, Lancing; Mr J. J. Ashwood, Lancing; Mr J. J. Ashwood, Lancing.



The Queen in conversation with residents on her visit yesterday to mark the jubilee of London House for Overseas Graduates in Mecklenburgh Square, Bloomsbury. With her are Mrs C. Twesigye and her children, Rowena, aged three, and Marina, seven months.

Rhine views make £70,000 each

By Geraldine Norman

Sale Room Correspondent

Two views on the Rhine by the German painter, Carl Gustav Bruns, were sold at Sotheby's yesterday for £70,000 each (estimate £40,000 to £50,000).

The two views, which were painted in 1827 and 1828, are the most highly considered of the vast Koekkoek family of landscape paintings, but the Dutch romantic landscape painter has not been well known in this country.

The price for the two Rhine landscapes established a new auction record for the artist. Both went to German buyers, reflecting presumably the topographical interest. There was another unexpectedly high price for a Dutch work when Andreas Schelfhout's 'The interior of a Dutch house' sold for £38,000 (estimate £5,000 to £8,000) to the Fine Art Society.

Schelfhout is another important name in the romantic school but it is normally his stately scenes that command top prices. This painting was in the condition that appeals most to art dealers, very dirty, indicating that it has not been recently on the market, but

apparently in excellent condition below the grime.

The Museum of Berlin spent £27,000 (estimate £10,000-£15,000) on a luminous early-nineteenth-century view of ocean, 'Fog-dam', the German painter, Carl Gustav Bruns, yesterday for £27,000 (estimate £10,000-£15,000).

A London private collector paid £20,000 (estimate £20,000-£30,000) for an 'exotic oriental scene'. 'The guard of the seraglio', by Antonio Fabre, a Spanish artist, a scene of the harem, was sold for £15,000 (estimate £10,000-£15,000).

A private Continental collector paid £10,000 (estimate £4,000-£5,000) for an oval miniature of a woman, 'The lady of the house', by a French artist, was sold for £10,000 (estimate £4,000-£5,000).

An American collector paid £10,000 (estimate £10,000-£15,000) for a miniature portrait of George Washington by Henry Bone.

Forthcoming marriages

The Hon. H. D. Montgomery

The engagement is announced between Henry, son of Viscount Montgomery of Alamein, of Kingston Hill, Surrey, and Mrs. J. J. Harris, daughter of Mr. and Mrs. C. D. C. Wilby, of Wimbledon.

Rev. D. Harris

and Miss D. Wilby

The engagement is announced between David, son of Mrs. J. Harris, of Clifton, Bristol, and the late Mr. S. Harris, daughter of Mr. and Mrs. C. D. C. Wilby, of Wimbledon.

Mr. M. G. Ryder

and Miss C. D. Tabor

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Luncheons

Institute of Chartered Accountants

in England and Wales

The President of the Institute of Chartered Accountants in England and Wales, Mr. David Richards, presided at a luncheon at the Institute of Chartered Accountants' Hall, yesterday.

The guests were: Mr. J. J. Harris, daughter of Mr. and Mrs. C. D. C. Wilby, of Wimbledon.

Mr. M. G. Ryder

and Miss C. D. Tabor

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Nicholas Hirst
Energy Correspondent

Need for electric tracks

Computerized railways planned

With the expectation of increases in oil prices, and uncertainty about the performance and the reliability of supplies, it is logical that the forward planning for British Rail should be based on electrification.

Britain stands seventeenth on a list of countries based on the extent of their conversion to electric railways. Countries such as Switzerland, Sweden, Norway, Italy and Austria with, respectively, 99, 62, 58, 48 and 48 per cent of their routes electrified, are the leaders primarily because they are well endowed with cheap hydroelectric power.

Other countries, such as The Netherlands, adopted electric traction on a large scale many years ago because they lacked indigenous fossil fuels. Several others adopted electrification when reconstructing their devastated railways after 1945.

While taking those background factors into consideration, there still appears to be some force in the suggestion that Britain has been too slow in electrification. There have been several sound reasons for this which had more validity at the time than hindrance now allows. The world oil crisis of 1973-74 gave the matter a new kind of urgency, and there can be no satisfaction for anyone now in knowing that Britain has only 20 per cent of its

11,200 miles of railway tracks electrified. Japan, with 13,300 miles of track, has 40 per cent electrified; West Germany, with 17,900 miles of track, has 35 per cent; the Soviet Union, with 84,100 miles, has 29 per cent; France, with 21,600 miles, has 27 per cent; Spain, with 8,300 miles, has 26 per cent; Poland, with 14,700 miles, has 22 per cent.

It is in the light of Britain's place in this list that the words of Sir Peter Parker, chairman of the British Railways Board, in the board's last annual report can be seen to be so important. Referring to the "emerging national priority of electrification", Sir Peter said: "It is essential that the main strategic rail routes are electrified by the turn of the century".

Some hope that this target can be achieved might be given in the report of a joint working party of the British Railways Board and the Department of Transport to be published this summer.

At present, however, with only one electrification project in hand—the short distance linking St Pancras and Moorgate, with Bedford—senior British Rail executives are aware that there is no time to lose. That project will, in any case, be completed early in 1982. What they seek now is the encouragement and the

means to draw up an electrification plan for the next 20 years.

It is within that time-scale that British Rail hopes to plan further modernization of its services as well as the electrification of the tracks. Much of this will be based on the technological revolution caused by the development of the silicon chip. Through the opportunities offered by micro-electronics the British Rail research and development teams are working on ideas which will create as dramatic a revolution in transport as that achieved by their railway pioneering predecessors of the 1820s.

For future rail passengers, micro-electronics will open up new opportunities whether they are travelling by battery-powered railcar—the 250 km/h Advanced Passenger Train—or the 500 km/h magnetically-levitated vehicle.

The purchase of a ticket could buy a travel package including electric cars scheduled to collect passengers from their homes and convey them to their destination. In between, there will be a rail journey in which every move will be monitored by the protective control of the silicon chip.

Tickets will be issued by microprocessors and seats reserved and luggage conveyed to the train by the same process. The microprocessor will also monitor

the train's suspension to give a smoother ride. Information will be much improved and many stations are likely to be unmanned, with television sets to inform passengers about train arrivals and departures.

In the age of the micro-electronic railway the control centre will be the base from which the silicon chip will drive the trains, make split-second signalling decisions, and maintain the strictest safety standards. Huge areas will be controlled by one person able to see at the touch of a button movements taking place perhaps hundreds of kilometres away. System-wide telephone, radio and video links will keep passengers and staff fully informed.

The chip is at the heart of Tops (Total Operations Processing System), the magic eye seeing and memorizing every wagon and its movement. The Tops computer sends data to freight yards everywhere, helping to ensure that wagons are on hand to move goods where required.

But if the silicon chip can offer us now a glimpse of the future of our railways, the present is one of continuing success with the Inter City services and the expected introduction of the Advanced Passenger Train on the Euston-to-Glasgow route in May.

One of the problems, now the subject of a major

study, is that of commuter traffic in London and the South-east. On this Sir Peter Parker is committed to finding a solution to this problem, says Sir Peter. "We are working closely on it with our colleagues on the Greater London Council and at London Transport."

British Rail is never short of critics, but many of them may be surprised to know that it actually achieves an operating surplus. This was £37,800,000 in 1978 and £44,700,000 in 1977—the most recent figures available, although the surplus is calculated after allowing for the Government's contribution through its Public Service Obligation (PSO) this is still lower, as a proportion of the gross domestic product, than the European average. In 1977, the PSO was 0.35 per cent of the g.d.p. compared with 0.34 per cent in Europe.

As for the future of British Rail, Sir Peter Parker leaves no room for doubt about his confidence. "The time for railways has come again", he says. "The case is being made by the increasing number of passengers we are carrying through the system."



Alan Grainge Electrifying the tracks near Stewartby, south of Bedford.

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The juggernaut stays

Conflict over freight sharpens

Some 1,800 million tonnes of freight were moved in Britain in 1978, the last year for which complete statistics are available.

Of this 1,500 million tonnes, 83 per cent went by road; 170 million tonnes, or 9 per cent, by rail; 82 million tonnes, 4 per cent, by pipeline; 55 million tonnes, 3 per cent, by coastal shipping; and five million tonnes, 0.5 per cent, by inland waterways.

The biggest commodity group within this total was building material, timber and aggregates, with 520 million tonnes; followed by food, drink and tobacco, with 315 million tonnes; oil and petroleum products, 186 million tonnes; coal and coke, 158 million tonnes; iron and steel, 92 million tonnes; and chemical and fertilizers, 77 million tonnes.

In money terms, however, freight assumed a far greater relative importance in the nation's transport budget; about £11,000m out of a total transport expenditure of £26,000m. Of this £10,400m was spent on road freight, and £500m on rail freight.

There were 1,750,000 lorries and vans on the roads out of a total of 18 million vehicles of all kinds; and they travelled about 2,500,000 million vehicle miles out of a total of 13,500,000 million for all traffic.

Thus by far the greater part of freight traffic goes by road, where most people regard it as an unmitigated nuisance: taking up road space that motorists want to use; belching out fumes of almost 10m on a turnover of £50m. The growing utilization of international freight will give greater opportunities for the railways, especially between Britain and Europe, and suitably shift more of the

ways or even on to the canals is the cry of the environmentalists and the energy conservationists and successive governments under heavy pressure to do just that must have dearly wished it were possible.

Unfortunately the facts as brought out in a series of studies in some of which the railways themselves have been involved, point to the opposite conclusion. However much the ordinary citizen may wish to get rid of the hated juggernaut, it is an essential part of our modern lifestyle, with its huge range of goods and services readily available in every town and city.

Much freight goes by road because it is cheaper, quicker, more efficient and reliable; much more goes by rail because it is the only pos-



The bogy of the environmentalists—some of the 1,750,000 lorries on the roads.

The one move that might help hauliers to cut their costs—higher maximum lorry weights—continues to be frustrated for efficiency reasons; and awaits the outcome of the inquiry into lorries and the environment being carried out for the Government by Sir Arthur Armitage.

It has been generally accepted for some years that the best way of overcoming the lorry nuisance is to provide suitable roads for heavy vehicles in the form of good motorways and trunk roads between towns and cities and linking the main industrial areas to each other and to the ports; and of by-pass roads round towns and villages whose historic or residential or shopping streets are unsuitable for the big lorries of today.

As an adjunct to this London and other cities have applied restrictions on lorries that are permitted to enter urban areas, a trend reinforced by the Dykes Act of the mid-1970s requiring local authorities to prepare steps along these lines.

In the end a balance has to be struck between the benefits road transport brings in the form of employment, prosperity, efficient industry, and rapid, frequent delivery of consumer goods to the shops and supermarkets, and the drawbacks of traffic congestion, noise, fumes and visual intrusion.

It is a conflict that could be said to be at the heart of our modern way of life.

Michael Bailey

Efficiency demands professionals

continued from previous page

there will be a large contingent of professionals from the United States. Conceivably, from such international conferences, we may one day see a world institute of transport professionals sharing common standards.

Twenty-four branches beat the institute's drum in Britain. All hold regular meetings and some mount regional conferences, there were at New College, Oxford. The pleasant headquarters of the institute is the province of some of the larger

There are no resources to maintain a central register of current research projects at headquarters though Mr Arthur Beckenham, director of education and training, ediles the transport search bulletin issued periodically to members with the institute's journal.

The institute does not pronounce on current controversies such as labour relations, though several members have presented papers on them and most transport discussions include them.

John Darker

Road policy criticism

use car is by far the most dominant means of personal transport in Britain, accounting for some 80 per cent of passenger miles covered with 11 per cent of buses and coaches and 7 per cent of taxis. It is a mode of transport which is unlikely to be replaced by any other form of mass transport.

The obvious interventionist role of government is that the costs of running cars will be reduced so that the incomes of those who will benefit from them will be increased. They will be given up to their cars, as they are to public transport, or local government, or central government, or the State.

In coming to the conclusion that private car ownership is essential, the country can afford to take steps to limit the car. The lesson of the 1970s is that it will take tremendous pressure to persuade people to give up the freedom and convenience that a car bestows. It may spend 90 per cent of its life locked up in a garage but it is there to be called upon at any time and it has no need to be sold in bulk queues or on noisy piazzas.

Never can the economic pressures on car owners have been greater than in the last decade, and particularly after the Yom Kippur war in 1973 which led to a quadrupling of oil prices. Specular rises in the cost not only of petrol but of cars themselves, parts, servicing, repairs, insurance, and licence fees, for many people, the most expensive item in the family budget, not excluding the mortgage.

But although motorists tended to use their cars less, and keep them longer, and to skimp on servicing (or attempt to do it themselves), there was not the slightest evidence of cars being abandoned completely. By the end of the 1970s there were more than 14 million of them on the roads of Britain, compared with 11,500,000 when the decade began.

By contrast, the forecast for the 1980s is that car ownership will increase still further, though probably at a slower rate. There is certainly room for growth for, surprisingly as it may seem, only one per cent of households still do not have the use of a car. How many

of these acquire cars will depend mainly on the general level of prosperity in the economy.

If there is a big surge in ownership the pressure for controls will increase. Traffic congestion is already at certain times and in certain places a serious constraint on mobility. Road-holding results at high season—more than the roads can stand, and it is unrealistic, in the present economic climate, to expect anything but a decline in roadbuilding in real terms.

Whether, and how, central and local government will intervene to restrict the car is difficult to forecast. Bans on bringing vehicles into city centres are likely, judged some places already have them. Another way of reducing congestion would be to encourage more sharing of cars, encouraging car-pooling.

At the present Transport Minister, Mr Norman Fowler, But it will need a judicious mixture of sticks and carrots.

Driving a car, is to some extent, a selfish activity, since it occupies a disproportionate amount of road space. But short of coercion,

which is foreign to a democratic society, how car motorists be persuaded back into trains and buses? And while more and more people take to cars, so public transport declines; it is a vicious circle.

The other, area of official concern is, probably a more pressing one, is energy saving. The motoring lobby may be quick to point out that only 17 per cent of oil consumed in Britain is attributable to cars, but with energy scarce and expensive, the motorist cannot expect to be excused conservation campaigns.

Raising petrol duty may be one way of saving fuel, though the evidence is that motorists tend to shug-off price rises surprisingly quickly. The car is sacrosanct and something else is at stake.

Rationing of petrol is a recurring threat, though no government would undertake this necessarily bureaucratic and unpopular exercise, lightly.

The other approach is to ensure that cars use less fuel on start-up. The motor industry has given a

commitment to the Government that consumption by new cars will be reduced by an average of 10 per cent by 1985, a target that will be met by reductions in weight, better aerodynamics and more efficient engines and transmissions.

The United States has gone further than authorization to car makers, setting minimum consumption figures that a manufacturer must obtain across its range on penalty of fine. The target, bearing in mind the traditional size of American cars, was stringent, about 32.5 miles per imperial gallon by the mid-1980s.

Whether European governments possibly prompted by the EEC, will follow suit remains to be seen.

On the whole, European cars are much smaller and use less energy than their American counterparts. Cars sold in Britain are over two litres capacity and the number of petrol-guzzling Rolls-Royces and Jaguars is many times outweighed by cars at the other end of the economy spectrum. There is no reason to expect a switch to smaller cars but this need to be very pronounced to have

much impact. Escort owners dropping to a Fiesta are not going to solve the energy crisis.

Cars will become more efficient, in fuel saving, in the provision of interior space and in the ease and hence cost of repairs and maintenance. But the likelihood, at the present rate of progress, to be a serious challenger to the internal combustion petrol engine, which has powered the car through its first 100 years, before the end of the century at least.

As Churchill said of democracy, the system is not perfect but it is only here to look at the alternatives. The electric car may be a contender, but only if batteries can be devised that give much better performance and a greater range before recharging. Steam, gas and hydrogen all have advantages; and even at the moment, bar a decisive drawback. But if the oil rally is going to run out early in the twenty-first century, an answer may have to be ready.

Peter Waymark
Motoring Correspondent

The publication, expected next month, of the annual White Paper on roads policy has been timed to reflect the limitations imposed by the preceding White Paper on public expenditure. It seems certain to be criticized on opposing fronts; by the so-called road haulage lobby, who will express predictable dismay at the postponement of what they see as essential schemes for new construction and improvement; and by the anti-roads campaigners, who believe that the time is ripe to call a halt to further large-scale projects, on the grounds that the nation cannot afford them and that they will eventually prove to have been unnecessary.

There are three main constraints on further road works. One is the need to safeguard environmental argument that new roads, and particularly motorways, swallow up a disproportionate amount of agricultural land or, alternatively, destroy or displace the residents of towns and cities whose inhabitants are made to suffer for the sake of the

The second constraint is the difficulty in deciding whether a particular road will justify its construction. One of the arguments used by opponents of road schemes is that oil prices rises and, eventually, shortages of fuel will demand alternative systems of transportation.

When the oil runs out, it is argued, motorways will become the twenty-first century equivalent of the works of Ozymandias, with weeds forcing their way through the tarmac and, no doubt, a steady soil-bowing across them as the desert is created by modern farming methods.

The general feeling, however, is that this is an unlikely scenario. Petroleum products are expected to last, or be conserved for transport purposes, at least until the middle of the century, by which time, it may be assumed, alternative methods of propulsion will have been developed. The official view in Britain, as in most other countries, is that private motoring will continue to be an increasingly important role on the transport stage. Even the more enlightened conserva-

tors, those would, in themselves, provide substantial relief to many areas with severe problems of congestion and environmental damage.

But priority would also be attached to other schemes designed to redevelop towns and villages where such problems were at their worst. Emphasis would also be given to projects which removed constraints on regional development, or which might assist the regeneration of inner city areas.

Mr Fowler repeated the prevalent view that the private car is likely to be the dominant form of transport in the foreseeable future. The Government had carefully considered the implications of present energy problems, he stated, but he insisted that present traffic forecasts allowed for only modest increases in petrol prices, but for further increases in real prices in future.

"While it is possible to envisage circumstances in which the volume of traffic might be reduced by the disruption of oil supplies, the Government does not consider that it would be

Now neither competition nor innovation

by the year 2000, one quarter of all households in Britain will probably be without a car: "Many of these will be elderly people and families on low incomes who need dependable transport as much as people with cars."

When this forecast was made in a 1978 government policy paper, the bus sector of public transport had been reaching its lowest point of dependability. The state-owned National Bus Company (NBC) had since 1976 slashed services to a bare minimum, leaving some 46 million miles a year, while London Transport, one of the world's leading transit undertakings, was battered for the fourth year by a 10 per cent fall in passengers. The Transport Users' Committee, for the general unreliability of bus services."

In 1978, central and local government support for bus services totalled £231m, compared with £23m in 1969. Bus usage has halved since 1959, yet the total mileage of the bus and passenger transport has doubled.

In other words, buses have been carrying a decreasing share of a shrinking market at an increasing cost to the public, through rates and taxes in addition to fares: "This does not challenge the proposition that the bus is still and should be an important role to play," Mr Norman Fowler, the Transport Minister, said during the recent second reading of the Transport Bill.

But, he continued, it challenges the relevance of the legal framework which, through the 1930 Road Traffic Act, conferred on transport monopoly designed not to encourage new operators but to prevent them.

"The licensing system—the heart of the problem—itself still discourages newcomers from entering the industry," Mr. Edwards said. "It does not provide competition nor does it encourage innovation and adaptation to new circumstances. Some parts of the country—noteably the rural areas—have clearly inadequate passenger services. Some services are controlled where there is no need for control.

"Bill, likely to be law by early summer, scraps restrictions on new operators entering the industry, and on existing operators expanding. There is no licence existing for a road service licence will be granted automatically. There is also provision for the designation of 'trial areas' where licensing controls would be removed.

These controls will end altogether on Express ser-

vehicles carrying passengers more than 30 miles. For service under 30 miles, the onus will be on the Traffic Commissioners to grant a licence unless they are satisfied that to do so would be against the public interest, placing the burden of proof on the objector rather than the licensee.

Private hire services regularly carrying passengers at separate fares will no longer be subject to road service licensing, while fare controls will be applied only where there is a demonstrable unreasonable use of monopoly power, or to regulate the terms of competition.

Non-profit car-sharing schemes and minibuses with up to eight seats will be encouraged and encouraged with advertising permitted for the first time. Safety requirements are to remain.

The Confederation of British Road Passenger Trans-

port, representing 98 per cent of the bus industry, favours reform of what it calls a cumbersome and antiquated "system of confederated members have serious reservations about delicensing."

Main operators like NBC, which runs countrywide services through 35 subsidiaries, would like to see competitive free-for-all services, which would damage public interest as well as themselves.

They see the way being paved for "freedom to bid" to challenge themselves for routes earning high passenger revenues per mile, such as those enjoying day-long passenger usage between large towns.

This would, they say, dilute the ability to operate a broad network of services, including those where social need prevails over economic reality. The

sequel would be further pruning of marginal and loss-making runs.

With smaller operators take up uneconomic routes and be prepared to offer or resume "fully" dieselized remote villages for example? This would be one logical conclusion of the Government's thinking, and the "superior" dieselized "year" provided that three county councils continue to make up the losses through revenue support grants.

It is sheer speculation to believe that private operators will rush in to run the "superior" dieselized routes. Britain's bus services are on the brink of change from a public utility to a commercial industry, one that is likely to be less seemingly bureaucratic, more market-oriented, as in continental Europe and America.

Nicholas Cole

John Tyme, who became something of a folk figure and was once largely regarded as the "voice of the have-behind," said:

There was certainly considerable disenchantment with the supposedly middle-class conservatism that it was said, ignored the interests of those who stood to benefit from new roads that would take traffic out of the congested city centers.

Conservatism was also seen to have created their own paradox. Was it, for example, better to continue to allow heavy traffic to rumble through the streets of the congested towns, damaging buildings and inflicting noise and disruption on people's daily lives, than to construct a new by-pass road that would divert traffic which would destroy other people's cherished amenities? The juggernauts would simply not go away, whatever was done.

Although the Government has declared itself committed to a priority scheme of road works, London in particular, it has already become clear that, recent House of Lords rulings notwithstanding, work on the M1, M4, M5, M6 and M42 motorway links in the Midlands will be seriously delayed.

The Government's view was set out at a statement by Mr. Norman Fowler, Minister of Transport, last July. While it was appreciated that roads had an important part to play in national economic recovery, he said, the road building would depend upon the continuing need to contain public expenditure.

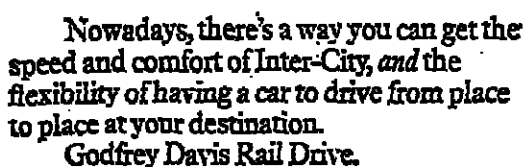
Apart from the competition of the M25, whatever funds were available would be directed to those schemes, such as the routes to the ports, which would assist the development of

new scheme, reflecting the inherent uncertainties, Mr Fowler continued. It had been agreed that the recommendations of the Council on Tribunals that future inquiries should be conducted by an independent inspector, rather than by a department appointed.

But he repeated the view that it would be inappropriate for national policies to be reexamined at local inquiries, a position reiterated in the recent House of Lords decision, which adjudicated that government methods of forecasting could not be challenged at inquiries.

The motorway objections were not happy. But given the present Government's view on public expenditure, the roads lobby is not likely to pose a serious challenge much to console it either.

John Young
Planning Reporter



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TRANSPORT

Tourists and businessmen may be segregated at airports

More air travellers but cheap-fare revolution is ending

Although the number of people travelling by air continues to increase, world airlines face a gloomy immediate future as their finances are eroded by sharply rising costs, particularly those for fuel and airport and navigation charges.

To try to keep pace with these increases, the operators repeatedly ask for fare increases from the aviation licensing authorities, but they are conscious that the point cannot be far away when the public begins to refuse to pay their higher prices.

The days of the cheap fare revolution, introduced by Sir Freddie Laker with his Skytrain North Atlantic service, are numbered, and the public in Britain and Europe is unlikely to enjoy again such travel bargains as they are being offered in the United States this summer.

But at the moment the public is still flying in droves, although the airlines and the airport authorities detect a trend in cut back on fringe spending on such items as duty-free goods, car hire and expensive airport car parking.

Within the United States, which has traditionally been the cheapest place for fuel, aviation kerosene now costs an average of 75 cents a gallon.

In January, 1978, the comparative figure was 25 cents. In other parts of the world, some airlines are paying \$1.35 as a matter of routine and on the spot market buying without a long-term contract, is considerably higher.

Every airline has its own forecast on what fuel prices will do in the coming years, but on past forecasting records these estimates are unreliable and are usually pitched too low. Such uncertainties are bedeviling not only airline planners, but also the planning of those who run the world's airports.

This is the reason behind

the recent decision by the British Government not to invest in a big new airport for London, to be used after the existing airports at Heathrow and Gatwick became full.

Instead, the Government is to develop Stansted, to the north-east of the capital, an airport which is already in being, and which can be enlarged gradually if, and when, the traffic warrants it. By the end of this decade, Stansted could be dealing with 15 million passengers a year. By the end of the century it could take 30 million a year, but it would be a brave aviation soothsayer who in 1980 predicted that, against the background of fuel price rises, and the scarcity of kerosene, civil aviation will expand to anything like that extent.

Meanwhile, aviation life goes on, and this year about 800 million people are expected to fly world-wide.

Such masses on the move by air are producing new thinking by the airlines and airport authorities on how to handle them. The 550-seater jumbo jet is already a reality in Japan: British Airways is talking to Boeing, the American manufacturer, about a 600-seater, and the 1,000-seater airliner is on the drawing board.

Terminal capacity at airports, rather than runway capacity, is the limiting factor. To this end, check-in, immigration, customs, and baggage reclaim procedures are being simplified, and there is a strong move within the airlines to segregate the mass of holiday and tourism passengers from those travelling for business.

It would not be surprising in the near future to see airports dedicated solely for the use of either of these important groups. Another idea being actively considered by some airlines with a view to reducing overcrowding at airport terminals



Of the 800 million people expected to fly worldwide this year many are carried by smaller companies such as these pictured above who fly between the United Kingdom mainland and the Channel Isles.

minerals is to have leisure passengers checking in themselves and their baggage at terminals remote from the airport, then being taken direct to their aircraft by bus when the flight is ready to leave.

Shuttle services, where passengers need make no advance bookings, but simply "turn up and take off"

in the words of British Airways, have not proliferated to such an extent as was forecast even five years ago. They exist in Britain between London and Edinburgh, Glasgow, Belfast and Manchester, in the United States, between New York and Washington and Boston, and in Brazil.

But although they provide a fast and easy service for the passengers, and have been proved to improve traffic figures, they do pose large problems for the airlines, not least the necessity to have a large fleet of airliners permanently dedicated to the shuttle routes to

keep the promise to the travellers that nobody will ever be left behind, even if there is only one person to an aircraft.

Flying shuttle services across national boundaries raises a new set of problems which, so far, have proved insoluble. Attempts to start such flights between London and Paris, Brussels and Amsterdam have been in progress for years, but have failed to date, largely because governments and all the bureaucratic paraphernalia of immigration and customs control have to be brought in.

But with Britain in the

EEC, and with the Community taking a new interest in commercial aviation in general, these problems could be overcome soon. Work is going ahead at Heathrow on a separate terminal in which flights to the cities mentioned above will be concentrated and from which shuttle services could be operated.

The EEC has said that it wants lower fares within Europe, an area where air passengers pay some of the highest prices in the world because of the high costs of airline operation there. A number of British airlines have indicated that they are prepared to offer cheap fares if they are allowed new routes, but there are

no moves in sight suggesting that Europe might become an area where, as in the case in the United States, almost everybody can afford to hop on an airliner.

As in the case of shuttle services, the airlines are up against a long list of governments with varying policies towards aviation. Many

of them own either a large stake in their airlines and are unwilling to see the financial and strategic positions of their country eroded by newcomers offering bargain-basement air travel.

Arthur F
Air Correspondent

Better times for tramps

Shipping prospects are improving

Until Russia threw the world into a state of fresh uncertainty by marching into Afghanistan, the shipping industry was beginning to emerge from the longest and deepest slump of modern times. After five years in which the many surplus tankers had been used first for dry cargo and then as lines, freight rates were beginning to climb back to a profitable level. A rosy future during the 1980s was being predicted for bulk carriers in particular, when President Carter's embargo on American grain shipments to Russia removed at once the biggest single commodity movement supporting the revival.

Since then both dry cargo and tanker rates have fallen, but not excessively—war is, after all, with famine the traditional source of freight market booms.

The picture is still far too unclear for it to be predicted with certainty whether the withdrawal of this 17 million tonnes more than 10 per cent of the world's total grain movement by sea will throw the freight market back into the doldrums.

Given a reasonable growth in world trade—one expert forecast at a recent shipping conference in London was for no growth this year, 1 per cent next year, 8 per cent in 1982, and an average 4 per cent a year for the remainder of the decade—together with low output from the shipyards, there is a chance of prosperity in the shipping markets within the next two years for the first time since 1973.

With the wisdom of hindsight there are voices counselling caution this time. The banks which contributed so heavily to the last slump, by financing too much tonnage with too little security in the early 1970s, promise that this time they will be far more selective. But there is no doubt that the banks are back in the market, interested in investing in shipping once more.

If tramp shipping is moving into better times, liner shipping is still in difficulties. This is a result not only of surplus tramp ships being used for passengers, but also of political uncertainties compounded by established maritime states such as Britain by attempts on the part of developing countries to carry a larger share of the world's liner trade.

These efforts have been promoted strongly by the United Nations Committee for Trade and Development (UNCTAD) as part of its wider attempts to redress the balance of wealth between the poor countries of the world, where people starve daily, and the rich countries where many die from overconsumption.

Liner shipping, largely a British invention, grew up in the nineteenth century to provide regular services between the colonial powers of Europe and their colonies in America, Africa and the East, carrying in the main manufactured goods outward and food and other

commodities homeward. While control of the commodities themselves was long since wrested in most developing countries from European hands, liner shipping has remained until recently very much as it was before, with Britain the world's leading flag, and big liner fleets under the other old colonial flags of Europe, as well as of Japan and the United States.

Despite the inappropriateness of liner shipping for poor countries in view of the amount of capital and skill needed, the glamour of a national flag continues to attract, and most developing states now have a shipping line of their own, normally built up with the help of the older lines in the trade. But many remained dissatisfied with the share of their overseas trade they were carrying, and this led in the early 1970s to the formulation of the UNCTAD code requiring, among other things, each liner trade to be divided into 40 per cent for the partners at each end, with 20 per cent for "cross-traders".

After initial opposition, the developed countries have come around in the past two years to supporting at least a modified version of this code (if only for fear that if it is not ratified, something worse will take its place) and the expectation is that liner shipping will be increasingly affected by it over the next decade.

Of greater concern to British shipping at the moment, however, is competition on the one hand from Russia and her Eastern block allies, and on the other from entrepreneurs flying flags such as those of Hongkong, Taiwan and Singapore.

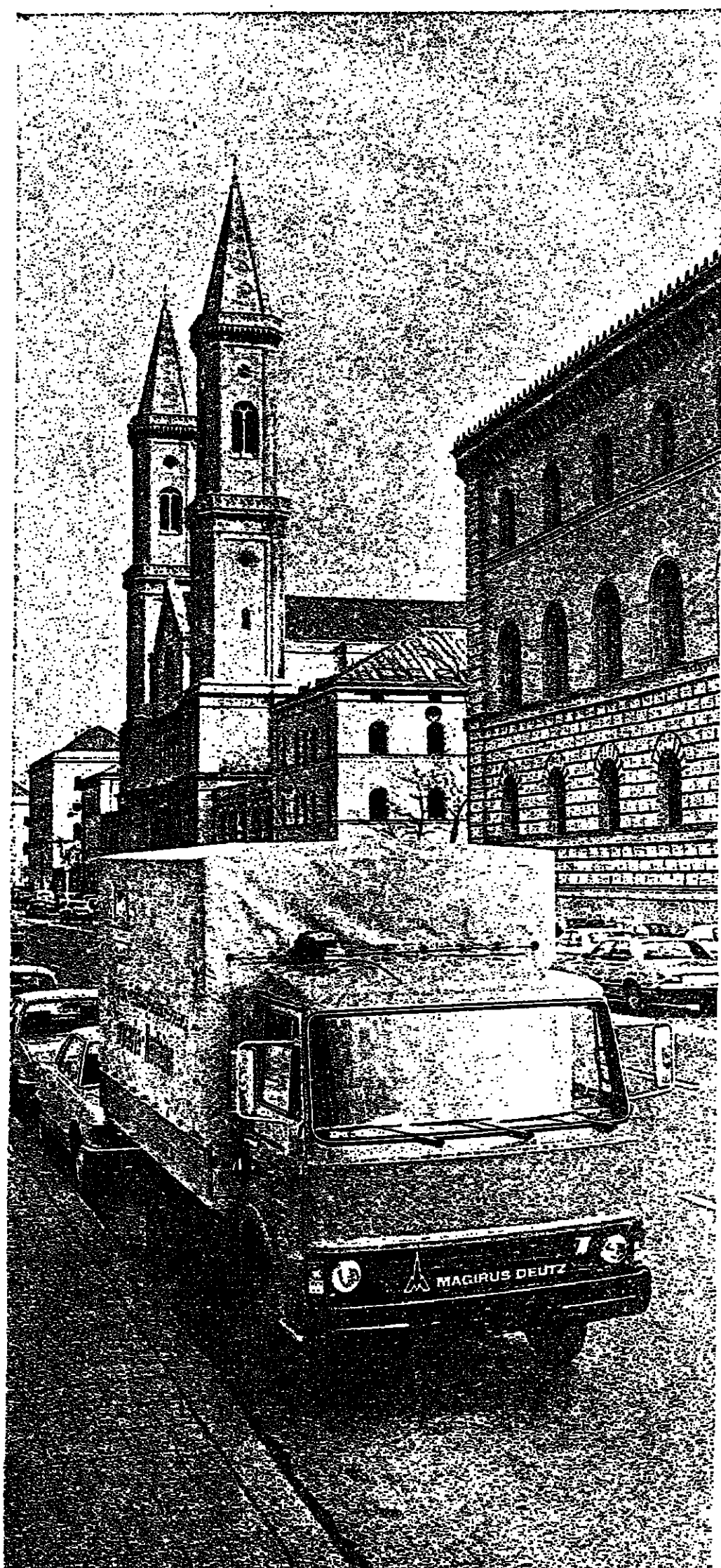
Russia regards shipping as an arm of the state for strategic and political as well as for economic purposes, and Russian lines have been highly successful over the past few years in penetrating trades hitherto dominated by Western lines, usually operating outside conferences and with fares

as much as 30 per cent cheaper than the conference fares.

The state trading company able to control both shipping and cargo has a big advantage in dealing with commercial lines which do not control cargo, and with shippers who are all competing with each other and are therefore vulnerable to cheap offers. Russia's shipping advances, compounded in the European Far East trades by rapid growth in traffic on the Trans-Siberian Railway, have reached the point at which the United States and Western Europe have been monitoring Russian ship movements in Western European ports for some time, with the tentative objects of imposing limits on their activities and possibly penalties where they are

seen to be damaging shipping and strategic interests of those countries. Equally worrying to listed owners, come Europe's relatively high costs, are the activities of Far Eastern lines with their thrusting commercial skills and huge fleets of cheap labour, may ones to profit, rather than to establish a permanent presence in the better way. In an attempt to off such an eventuality, the General Council of Shipping has asked the government for a "national investment allowance" in new tonnage, but ravages of the slump has reduced the merchant fleet by a third. With shipping costs rising fast, renewed interest in burning ships, and sinking ships.

Michael



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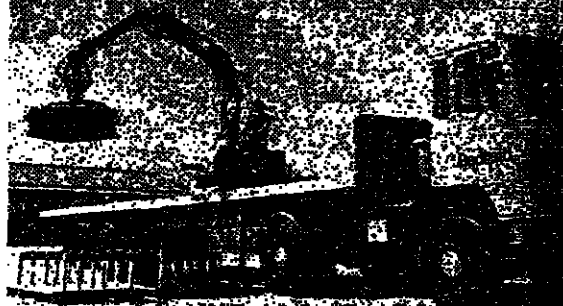
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Government figures criticized

Case for canals drowned by hubbub of commerce

It is a regrettable but inescapable fact that very few people in Britain care about waterways. That statement of immediately needs to be qualified. All sorts of people cherish them for their amenity value; tens of thousands of them every year spend boating holidays on the 3,000 or so miles of navigable rivers and canals in Britain that are a joint legacy of nature and of our Victorian ancestors.

Coal leaving Doncaster staiths for shipment to Goole.

But when it comes to the waterways' commercial and industrial potential, the advocate is confronted by a solid wall of indifference. A thin smile of condescension plays upon the lips of authority. Don't you realize, my dear chap, that these are just outdated Victorian relics? Very picturesque and all that, of course, but the cost of modernizing them would be out of all proportion to the benefits, even supposing we could get anyone to use them. Yes, I know that waterways are very important on the Continent, but the whole set-up there is quite different. The distances are so much greater. Remember, we're just a small island.

A recent article in *The Naval Architect* observed: "The one fact that stands out is the considerable opposition encountered by the exponents of this mode of transport (that is waterways) from many sources and in many forms. It is as

well to be informed of these problems in order to understand the context in which the canals are expected to operate at present."

The anonymous writer of the article claims that it was not his original intention to plead the case for the carriage of goods by inland waterway, but rather to give an overall appraisal. But he points out that in the past there have been considerable errors in government statistics on waterway transport, which have tended to support the view that waterways can be regarded as being insignificant.

A consequence of this is that all international statistical works perpetuate the errors and give an entirely false view of the role of British waterways in freight transport, which can only have a detrimental effect when proposals for their use are being discussed. Official statistics, he complains, give only figures for those waterways controlled by the BWB, which comprise only just over a third of the total at present used for commerce in Britain.

Similar allegations had

been made by Dr Mark Baldwin, of Imperial College London, in another quite obscure magazine, *The Dock and Harbour Authority*, some two years earlier. "For many years the waterways of this country have made a far greater contribution to the movement of freight than they have been credited with," he wrote. "There are very considerable errors in government statistics on waterway transport, which detracts from the view that the waterways can be over-looked or dismissed as so minor as to merit no further consideration."

The implication that successive governments, both Conservative and Labour, have been persuaded by their advisers to attach little importance to waterways was reinforced by official report, published in 1977, which identified arrears of maintenance amounting to some £60m. That figure did not take into account any similar arrears on waterborne traffic in these islands, for which the work, it was made clear, was essential for safety purposes. But the present Government has committed

itself to spend no more than £5m in each of the next five years. Much has been written about the growth and importance of commercial waterways on the Continent, compared with the decline of Britain's Victorian canals. Many of the arguments are emotive and do not recognize the facts of scale and distance. The possibility of shipping freight directly from Rotterdam or Hamburg to the Mediterranean or the Black Sea, for example, is somewhat different from the question of how best to move it from Hull to Nottingham.

Sir Frank Price, the long-serving chairman of BWB, observed in November 1978 that the board has no romantic notions about goods being brought back to the water highways of continental Europe and the United States. "Nature has imposed a constraint on water-borne traffic in these islands, for we lack great natural waterways such as the Rhine and the Mississippi."

Our commercial water-

ways, the Severn, the Caledonian, the Crinan, the Forth, the Lee, the Trent and the Yorkshire waterways do not, and cannot, provide a trunk traffic system on the European model. . . . They are fingers penetrating from the periphery towards the industrial heartland. Sir Frank observed that in 1977, four million tons of freight were moved on those waterways. "With those waterways, and the modest injection of capital and the encouragement and support of governments, we could handle much more."

One ray of light on the horizon has been the decision to go ahead with the improvement of the Sheffield and South Yorkshire Navigation, which will allow relatively large barges to travel between Rotherham and the Humber estuary. Another is that the EEC appears to take a more enlightened view than Whitehall of the benefits of waterway transportation, which means that money may be available from the Community Regional Fund.

John Young

The search for deep water

Ports move downstream to meet the tankers

Industry is in the moving the land-sea interface of a technical face down-river from the up-river sites on which most of that has been developed for 20 years in conventional ports devoted to a matching revolution in the shipping industry over the same period.

main feature of the as been increasing with tramp tonnage into ever-increasing liner cargoes into ships whether lift-off (lo-lo) or roll-on (ro-ro) according to length and nature of these developments the effect, though minor reasons, of time-steaming up-river to reach a terminal almost certainly hemmed in by urban congestion.

Under these twin influences old-established up-river ports not just in Britain but throughout the world have gone into steady decline over the past two decades, and a whole new generation of coastal ports—in some cases fathered by the older port up-river, in others completely new—have sprung up on open land close to deep water.

An example of the latter type is Mifflord Haven which, though few people are aware of the fact, has grown from a small ship-ping harbour to Britain's leading port in terms of tonnage handled. The reason is that it is a natural

deepwater harbour capable of taking the largest tankers, an advantage which has led to the establishment of a ring of refineries around the sound, feeding by pipeline and coastal tanker into Britain's oil network at a substantially lower cost than smaller crude-carriers in shallower water would permit.

A good example of the former is Tilbury, built by the Port of London in the early 1960s to take the new container ships replacing the huge fleet of conventional cargo liners that for a century carried the trade in meat, wool, and dairy produce homeward, and manufactured goods outward between Britain and its Australasian dependencies. The new port also

had grain terminals able to take bulk-carriers substantially bigger than the old, in order to transfer the rest of upper dock traffic to Tilbury and riverside berths.

The difficulty is that such changes cause a massive upheaval in the lives of dock communities who have made their living from the docks for generations, in the course of which they have suffered some very hard times whose memories linger on and have acquired some rights to job security which are costly to buy out.

The Government last year granted the PLA £5m to ease redundancy problems and help with the removal of work down river; but progress in making the necessary changes to meet the new trade patterns is depressingly slow—though

perhaps understandably so in view of the conservative nature of the people concerned.

London, then, is one side of the coin; Felixstowe, on the other. Twenty years ago past 20 years has become Britain's main market abroad, with about half the country's foreign trade.

There have been occasions since 1950 when governments have considered greater central control to ease the transition. Labour espoused the idea—but faded to put it into practice—of a National Ports Authority; instead pragmatism has been allowed to rule and, with some low-key coordination of investment by the National Ports Council (now

labour force without the memories and costly restrictions of established dockland; excellent access by road and rail from the industrial Midlands North; and it faces no moment in trade conditions that are becoming increasingly rough as a result of the poor state of Britain's economy, and the imbalance between import and export trades that is a by-product of it. Imports from some European states are double the level of exports to them, creating operating and financial problems for ports, hauliers, and ferry operators.

But, given its serious problems—above all, those of manpower in times of rapid change—Britain's ports industry serves the country well.

Michael Bailey

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BUSINESS NEWS

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Bank Governor predicts interest rates at peak for several months

By Caroline Addison

Interest rates are likely to stay at the present record levels for several more months, Mr Gordon Richardson, Governor of the Bank of England said in London yesterday that there is no alternative to high interest rates until inflation begins to slow down.

This is unlikely to happen until the summer at the earliest. The Bank of England forecast yesterday that inflation would accelerate further in the coming few months.

The Governor recognized that high interest rates and a tight money policy will lead to lower living standards for a year or two. The Bank forecast a drop in economic output of at least 2 per cent in its latest Quarterly Bulletin, published yesterday. Manufacturing output may fall by twice as much as that.

The Governor, speaking at a lunch for The Guardian Young Businessmen of the Year, appeared to be defending the Bank against recent criticism that it is not firmly committed to a tight money policy. Mr Richardson said that the Bank saw it as its duty to "put its weight consistently behind policies designed to promote a framework of monetary stability". He emphasized the continuing role of the Bank while political matters change.

The Bank in its latest bulletin calls for a continued money squeeze as the only way to bring down inflation and "lay the basis for economic growth in later years".

It points to a dramatic fall in British competitiveness last year as a result of the strong pound, and rapidly rising labour costs. The bulletin comments that a higher output in the present year would mean that the last will be "disappointing", adding to the already considerable financial pressures on industry.

The Bank expects the present cash squeeze on industry to worsen this year. The combination of high interest rates and a high exchange rate hit

Estimated deployment of oil exporters' surpluses

\$ billions	1977	1978	1979			
	Year	Year	1st qtr	2nd qtr	3rd qtr	4th qtr
United Kingdom	4.1	-1.8	2.3	2.0	8.9	4.1
United States	9.2	1.3	-1.6	1.0	2.2	6.1
Other countries	18.9	13.6	5.4	1.9	11.8	—
International organisations	0.3	0.1	-0.2	-0.1	-0.4	0.2
Total	33.5	13.2	5.9	4.8	22.5	n.a.

company profits in 1979, with industrial profitability falling to its lowest level since 1975 in the first nine months of the year.

The Banks assessment concentrates on the impact of higher oil revenues on international banking, and on domestic money policy.

The recent oil price rises are expected to lead to Opec surpluses as large in real terms as those produced by the first oil price rise in 1973. They are also likely to last longer than before.

The problems facing the world's banking system are thus severe. The Bank estimates that oil exporting countries will run a surplus this year of \$112,000m, after one of \$77,000m last year.

The Governor repeats the Governor's suggestion that the International Monetary Fund should introduce new lending facilities to help to recycle oil funds to deficit countries.

Official institutions will have to help more in the recycling in 1981 and later years than last time round. The international banking system, though larger and more experienced now, will face difficulties in recycling on its own.

The oil price rise is equivalent to an indirect tax of 2 per cent levied by Opec on the industrialized world, and will probably add 2 per cent directly to industrialized countries' inflation this year, according to the Bank.

The bulletin takes a rather ambiguous view towards the strength of the pound. On the one hand it points out that the 12 per cent rise in sterling in the past year has led to a marked deterioration in Britain's trade performance.

Manufactured exports are expected to show little if any rise in the near future, and manufacturing industry has been damaged by the erosion of competitiveness.

However, the bulletin also acknowledges that one of the ways in which a tight money policy is supposed to bring about lower inflation is through the exchange rate. Thus the strong pound has been one element in a restrictive monetary policy.

The Bank expects money growth to moderate in the coming months, as companies begin to desist from apparently not yet begun: this could be because the tax relief on growth is an incentive to keep up stock levels.

Consumer spending has been lower than expected at the end of last year, so retailers may have built up stocks involuntarily. Bank lending, the major source of excess money growth, will fall off as destocking begins.

The Bank emphasizes in the bulletin that, although the target measure for money supply, sterling M3, has recently been growing outside the target range, other measures have grown more slowly.

Parts warning on BL-Honda deal

By Clifford Webb

Guest, Keen and Nettlefolds (GKN), Britain's largest motor component group, has warned BL that key components to be imported from Japan for the new Honda/BL car, code-named Bounty, will be in breach of a GKN licence agreement with a Japanese company.

The Honda engine and transmission units to be installed in a BL-built body, will be fitted with constant velocity joints manufactured by NTN Japan, under licence from GKN. It was the British company's development of this one component which made the Mini possible and led to the worldwide change to front wheel drive cars.

It is understood that NTN's licence prohibits it from exporting the joints to Europe, other than on fully built cars. The sub-assemblies for installation in the Bounty, which will be produced at Cowley next

year, are said to be in breach of this restriction. GKN's intervention is part of a campaign being mounted by United Kingdom component companies to secure work on the Bounty. BL's insistence that 50 per cent will be British sourced is described as "totally misleading". One component manufacturer said last night: "Our indications are that less than 10 per cent of the Bounty will be sourced in the United Kingdom and 90 per cent of that will be done in BL's own factories."

GKN was reluctant to comment last night. A spokesman said: "We do not want to rock the BL boat. We have very cordial relations with them. I can, however, confirm that there are licensing restrictions imposed on NTN relating to certain markets. We are hopeful of winning orders on the Bounty, although probably not on the initial supply."

A high level deputation from GKN and 14 other major component companies—all members of the British Automotive Parts Promotion Council (BAPPC)—will be meeting Mr Ray Horrocks, managing director of BL Cars next Thursday, to express their concern.

Mr John Wardle, director of the BAPPC, said yesterday: "Component firms were quite prepared to bite the bullet and accept Japanese parts when it was intended to produce only 20,000 Bounties a year. But it became a very different proposition when production targets were lifted to 85,000 a year and we learned that the BL was to replace existing BL models in which our members have a big stake. As many as 60,000 jobs could be at risk."

The chief executive of a Midlands component group said: "Japanese component firms have been making parts for this car for more than a year on drawings supplied by Honda. Yet neither my firm, nor the

best of my knowledge, any other British firm, has yet seen a single drawing from BL to enable us to quote for or produce the parts."

That is hardly playing the game when the same component people are being asked to commit production capacity to produce parts for use in pre-production models of the LC 10 (BL's planned new medium saloon) before that model has been signed off as a going concern.

In private, BL executives have told component firms that the overriding reason for the scarcity of British parts is Honda's concern that the Bounty must be produced to the highest quality standards so that its own image does not suffer.

For this reason, Honda is insisting that BL use tried and tested Japanese parts. However, these quality worries have been met. BL hopes to make a phased introduction of British parts.

Hambros will extend Fairey bid deadline

By Philip Robinson

Merchant bankers Hambros is to extend the deadline for its £19.5m takeover offer for Fairey Holdings, owned by the National Enterprise Board, until the end of the month. The bid was due to expire on Friday.

The Hambros decision follows the audited figures from Fairey for 1979 which were disclosed yesterday and showed a slight downturn in pre-tax profits from £5.3m to £5.1m on a near static turnover of £44m.

A spokesman for Hambros said last night: "We are extending the deadline until around the end of the month to allow the preconditions of the bid to be satisfied, one of which was the audited figures and the other was a profits forecast for this year which is expected to be available by then."

Just over three weeks ago, the NEB instructed accountants Peat Marwick Mitchell to press on with auditing last year's accounts and look at other ways of disposing of Fairey.

In a statement then, the NEB said the investigation would assist in the examining the Fairey bid and other choices, but stressed that no other firm offers had been received.

However it is now understood that discussions are continuing between the NEB and potential purchasers of either part of the whole of Fairey.

A spokesman for the NEB said last night: "We cannot comment on whether discussions are taking place or not."

A draft form of Peat's report is expected by Friday and the finished article should be ready in a few weeks. Either way, neither of the two conditions imposed by Hambros when it first launched the bid on February 22 have been fulfilled.

They were pressing for an answer within 28 days and stipulated that during the period no negotiations with any other party should take place. An NEB statement three days after that was taken in the City as a hint that Hambros offer was not high enough, and there are now persistent rumours that a number of industrial companies want to buy Fairey Holdings complete.

Fairey was bought by the NEB for £20 two years ago from the receiver after an open fight with Trafalgar House. It is in the books at £19.1m without any retained profits. A figure nearer £22.5m to £23m, it is thought, would be more favourably received.

CBI wants tougher picketing measures

By Patricia Tisdall

Employers' leaders yesterday rejected the Government's proposals to curb secondary industrial action. The influential policy-making council of the Confederation of British Industry decided that stronger measures were needed to curb fine trade union immunities to industrial disruption affecting only the employer involved in a dispute.

The council considers that the proposals made in a working paper issued by Mr James Prior, Secretary of State for Employment, last month, offers too many loopholes to be effective. These would continue to give immunity from civil proceedings to industrial action involving first customers or suppliers who were not directly involved in the dispute.

The CBI's request for tighter measures is to be presented verbally to Mr Prior this morning by a deputation led by Sir John Methven, the director general. A written submission will be made later.

The decision to reject the proposals as they stand was taken after what Sir John described as a "full and wide ranging debate". Many employers are anxious not to delay the progress of the Employment Bill with its existing provisions to ban secondary picketing.

Mr Prior asked for comments on his secondary action proposals to be submitted to him by Friday. In the light of these, he intends to insert a new clause in the Employment Bill now before Parliament but he also intends to publish a Green Paper on the whole question of trade union immunities later in the year.

Consideration prior to the council meeting showed a deep division between employers. Some wanted to shelve the whole question of trade union immunities until the Green Paper was published. Others wanted to get effective curbs on all forms of secondary action inserted at this stage. A third faction was prepared to go along with Mr Prior's proposals on the basis that they could be tightened later.

The 400-strong council, however, was nearly unanimous in its acceptance of a proposal made by Lord Robens, the former National Coal Board chairman, that employers should be required to arrange facilities for secret ballots on company premises.

Belgian bank rate jumps by 2 per cent

From Peter Norman

Brussels, March 19. The Belgian National Bank announced large increases in its key lending rates yesterday to dampen pressure for a devaluation of the franc in the European Monetary System.

Bank rate was raised to 14 per cent from 12 per cent. The prime rate was raised to 15 per cent from 13.5 per cent, as was the Lombard rate at which banks obtain monthly advances against collateral.

Interest rates in Belgium were at their highest levels since the Second World War even before today's decisions. Because Belgium's inflation rate is a relatively low 6.5 per cent, the new rates are now paying and lenders profiting from unprecedentedly high "real" interest charges.

The rush of funds into the dollar has hit Belgium particularly hard by halving the precarious position of the Belgian franc in the European Monetary System. The franc has been subject to heavy speculative selling in anticipation of a devaluation in the EMS.

The Belgian National Bank bought an estimated 20,000 million francs in support operations on the foreign exchange markets last week as the currency pressed against the EMS.

The scale of intervention by the Belgian authorities since the beginning of this year is thought to have been around 60,000 million francs, or more than half last year's total of 113,000 million francs.

More US banks follow prime rate lead to 19 pc

From Frank Vogel

US Economics Correspondent Washington, March 19. The outlook for the American economy appears to be becoming increasingly confused by the hour. Torrents of new announcements by financial institutions, Congressional leaders and government departments, are adding to the complexity of the already complicated economic picture.

Citibank and numerous other large banks today followed the lead set by Chase Manhattan and raised their prime lending rates to 19 per cent. But credit analysts found it difficult today to predict where rates may now be heading, because of the reactions of money market funds and credit card issuers to the latest Federal Reserve Board measures.

Some money market funds announced that they were temporarily ceasing to accept new accounts pending a review of the implications of the Fed's decision to impose a 15 per cent reserve requirement on increases in the assets of these funds. Then some credit card issuers said they were considering raising interest charges, or shortening repayment periods, or curbing credit extensions, after the Fed's decision.

These steps may indeed have the effect the Fed desires and restrain credit growth, but they may also depress the state of the housing market, where new housing starts are now at the lowest level in four years, according to Commerce Department figures. On Wall Street the prevailing opinion seems to be that the prime rate will go still higher, but an increasing number of analysts are now talking of rates peaking quite soon and possibly falling quite rapidly as a deep recession develops.

New figures out today provided support both for those predicting a big recession and for those supporting the White House view that the slump will be mild. Final gross national product data for the last 1979 quarter shows an annual real rate of growth of two per cent and Commerce Department officials suggested that a higher rate may be seen in the current quarter.

While the White House still reflects upon which precise programmes to cut in the 1981 fiscal year, Mr Robert Giano, chairman of the budget committee of the House of Representatives, issued a laundry list of cuts totalling \$16,400m (£7,488m) along with proposals for \$5,500m (£2,511m) revenue increases.

The White House list of spending cuts, which is due out at the end of the month, might be similar, but there is absolutely no telling at this time which spending plan the full Congress will finally approve.

housings starts are now at the lowest level in four years, according to Commerce Department figures. On Wall Street the prevailing opinion seems to be that the prime rate will go still higher, but an increasing number of analysts are now talking of rates peaking quite soon and possibly falling quite rapidly as a deep recession develops.

New figures out today provided support both for those predicting a big recession and for those supporting the White House view that the slump will be mild. Final gross national product data for the last 1979 quarter shows an annual real rate of growth of two per cent and Commerce Department officials suggested that a higher rate may be seen in the current quarter.

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Gold back to \$500 level

Gold jumped back over the \$500 an ounce level yesterday amid hectic activity. The new interest came as the dollar weakened slightly on foreign

exchange markets. The gold price ended \$38.5 up on the day at \$519.50. The dollar came back from lows to close little changed at \$2.1930 to the pound.

£27.8m drop in Tubes pretax profit

By Ronald Pullen

Tube Investments yesterday added its tale of woe to the steadily worsening profits being reported by several large British manufacturing companies.

Pretax profits of the Birmingham-based steel tube, domestic appliances and cycles group dropped from £80m to £52.2m last year. It blamed most of the downturn on industrial disputes with the road haulage strike affecting the first half of its year and the engineering strike last autumn cutting profits a further £20m.

In addition, interest rates pushed up interest charges more than 60m to £13.5m, and the strength of sterling squeezed export margins and increased import competition for many products.

Sir Brian Kellert, chairman of TI, yesterday urged that "there should be differential interest rates for exports" because of the current very high cost of financing exports.

The group's Round Oak Steel Works moved into a loss last year because of lower steel demand, but Sir Brian said that thanks to imports and better working practices the group was weathering the steel strike reasonably well.

Poor trading conditions have forced TI to make 2,000 of its 55,000 United Kingdom labour force redundant, and a further 500 jobs have gone through natural wastage. The cycles division, where Raleigh yesterday reported a £14.6m turnaround into losses of £6.2m, has borne the brunt of this with the loss of 1,000 jobs, and a further 850 jobs will be lost in 1980 at Round Oak.

Helped by a 7 per cent increase in the dividend to 36.4p gross, the shares rose 6p to 278p on the stockmarket.

Listening Post

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TT/20349

lock markets

1ad 432.6, up 0.3
Glas 44.40, up 0.24

berling

1930, down 10 pts
dex 72.2, down 0.2

chay

dex 89.1, down 0.1

old

19.5, up \$38.5

oney

mh sterling 1711-1714
mh Euro \$ 181-184
mh Euro \$ 181-184

BRIDGE

KON may and £100m adapting kers

may spend up to adapting about a third of 100 tankers to consumption and burn costs by about 25 per

Shipbuilders will be to tender later this year project goes ahead, ordered in London yesterday. Re-engineering a 250,000 hne tanker would cost £5m and save 20 to 25 of annual fuel costs and £5m.

is studying diesel types, engine room cons, and yard conversions. It is also looking at taking ships out of and at the price of oil five to 10 years time.

air link

Cityhopper, the KLM fly, is to start daily between Alderney and, and Schniphol, tam, on April 8. It will seat Fokker F28 twin- which are partly built in NLM intends later to the number of flights station with Air UK.

ton 'damaging' ton plans for a new engineering authority toly misconceived and 8" according to the In- of Civil Engineers. The on has put up counter is for an authority inde- of government control.

power plant er Siddleley Power ring is to supply and mechanical and electrical em worth £2.2m in a wter station in Sandi

ata system er Siddleley Dynamics er a contract to supply oessor-based surveil- stems to Vickers Ship- the yard specializing arines. The units are red around a ship to and process information rformance and safety and to a central display.

ip for Navy most expensive ship ever Britain, the £210m HMS le, was handed over to yal Navy yesterday by Shipbuilding. It is the ad by the Ministry of f three, through-deck for the Navy, and was in 1973. Design changes delayed the original de- late of 1978. Costs have cause of delays and in-

n BL sales ales in France increased per cent to £100m last 3g Mr Bernard Lamy, ng director of BL's subsidiary, said: "We to fight against the man's protective attitude s his own country's pro- only two cars in 10 are ed." This compares with cent import penetration British market.

fibres contract eo Electro-Optics Cor- a, of Massachusetts, has a licensing and tech- exchange agreement He Post Office for the cure of optical com- tion fibre and cable

PRICE CHANGES

Mines 45c to 395c
2p to 16p
Portugal 52c to 511c
Gold 60c to 495c
et 80c to 760c

Leale 50c to 320c
Metals Explorer 50c to 60p
Premier Cons 50c to 60p
Rustenburg 25p to 215p
Sentrust 50c to 663c

McIntirey Prop 2p to 18p
Streeters 2p to 18p
Sungel Besi 10p to 250p
Vosper 10p to 150p
Weir Group 15p to 41p

Bank Bank Bank
buys buys buys
2.06 1.59 4.71
20.50 29.00 11.33
22.50 69.00 106.90

Fr 2.63 2.55 1.74
5 13.28 12.73 9.54
fr 6.90 6.50 3.85
4.30 9.20 2.18
USA \$ 4.30 4.08 48.50

Yugoslavia Dir 51.50 48.50

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Shortages ahead unless search for new wells speeds up Oilmen foresee troubled waters

Offshore oil and gas exploration levels are far too low, and unless there is a substantial increase soon, a serious oil shortage will develop in the 1990s, the Government was told yesterday.

The United Kingdom Offshore Operators Association said unless last year's level of 33 exploration wells drilled was doubled or trebled serious shortages would develop.

Despite some increases in exploration, the level was still far too low in relation to the prospective offshore acreage and the United Kingdom's oil needs until the end of the century.

The association's warning comes at a time when a leap in profits has focussed new attention on the activities of the major oil companies. It is

seen as a thinly veiled warning to Sir Geoffrey Howe, Chancellor of the Exchequer, to take account of the industry's fears that some of the profits might be siphoned-off through an increase in Petroleum Revenue Tax in the Budget next week.

The association said the oil surplus forecast for this decade was equivalent only to about one year's consumption in the United Kingdom. The Government should licence significantly more blocks for exploration.

It said only about 10 per cent of the United Kingdom continental shelf was licensed for drilling. But the Department of Energy, which last night was considering the association's statement, noted that consider- ably more blocks would be

opened up for exploration when the seventh round of offshore licences is implemented.

There are 24 exploration rigs at work in the North Sea, with four appraisal and six exploration wells being drilled.

In a clear reference next week's Budget the association called for government policies which would give the industry confidence to invest; and said that this was likely to be several times more than the £15,000 million which had been invested so far.

A stable tax policy was essential. Companies were concerned that the Government wanted the option of acquiring 51 per cent of all oil produced from the latest licensing round.



US opposed to curb on Japanese car imports

America is opposed to restricting car imports from Japan, either through legislation or voluntary restraints, Mr Reubin Askew, President Carter's special trade representative said.

He told a Congress ways and means subcommittee, that Japanese imports had risen because of consumer demand for small, fuel-efficient quality cars, it would take the American car industry several more years to produce an adequate supply of such cars.

Mexico oil output

Mr Jose Lopez Portillo, Mexico's president, said he wants the country's oil output to exceed an earlier self-imposed 1980 ceiling. The increased flow would partly offset cutbacks planned by Opec members. He urged oil workers to try to produce between 2.5 and 2.7 million barrels daily this year.

Finland trade deficit

Finland's trade ran into a deficit of 365m Finnish marks (144m) in February from a 422m Finnish marks surplus a year earlier. Exports totalled 3,796m Finnish marks, up 35 per cent from a year earlier, but imports totalled 4,161m Finnish marks, up 74 per cent from a year before.

Italy-Poland talks

Italy's state oil group ENI said it is discussing linking with Poland for research into coal gasification and liquefaction. Italy is interested in importing coal from Poland and liquefaction would improve transport as well as being of use in the chemical industry.

Car production fall

Car output in West Germany in February totalled 329,700 units, down 6 per cent compared with February 1979. Truck production, however, was up about 2 per cent at 28,700 units. Exports totalled 195,000 vehicles, up 3.8 per cent from February 1979.

Applying more computer power to the desk top

Steps towards the electronic office

The trend towards the integrated, electronics-based office of the future is emphasized today with the announcement by Philips Industries of the merging of four previously separate companies into a single group, to be known as Philips Business Systems.

Separately, the four companies have sold telephones, telephone switching systems, office computers, and other office equipment. Together, they are now moving towards the increasingly integrated systems which will link various kinds of communications and information processing in business in the years to come.

The companies are Plessey (telephone systems and instruments and videodata terminals), Philips Data Systems (office computers and terminals), Plessey Business Communications (computer-based business telephone systems, intercom, public address, paging and closed-circuit television), and Philips Business Equipment (dictation machines, word processors and electronic accounting machines).

Mr Brian Manley, managing director of Philips Business Systems, said yesterday that he expected the fast-growing part of the business systems industry in the next decade to be in communication-based

equipment. Telecommunications, he argued, would form the basis of the electronic office.

The market would evolve in two stages, Mr Manley forecast. First, an increase in the amount of "stand-alone" equipment, increasingly with "intelligent communications" added. Secondly, the integration of individual pieces of equipment.

This second stage would lead, in the 1990s, to complete intercommunication between terminals handling word and data processing, audio and message transmission, data and text storage, and a range of "personal computing" functions.

Major growth, he said, would be based more and more on applying computer power at the desk. The new group's turnover for this year will be more than £100m. By 1984 the aim is to raise this to more than £200m, with the Philips share of the market rising from about 17 per cent now to about 22 per cent in 1984.

Mr Manley is aware that instant integration—for Philips as for customers—is not possible. "We plan progressively to integrate over the next two years," he said yesterday, with the emphasis this year on improving the group's overall servicing operation.

Headquarters of the new group will be in Maidenhead, Berkshire. Telecommunications manufacturing includes factories at Marnesbury and Aldridge, Lancashire. A further 250 jobs are to be created by the group in Scotland as part of a £3m investment there.

Britain is the scene for this. Philips's first major move along the much-debated "convergence" route (the convergence being that between computing, telecommunications, and office systems), but the same approach is likely to follow in other parts of the Dutch-based organization.

The same approach is also likely to be reflected in moves by other companies in the business systems industries. Plessey Telecommunications changed its name to Plessey Telecommunications and Office Systems last year for much the same reason.

In particular, Plessey and Philips share a basic assumption in their planning for the future market for office systems. This is the belief that the computerized private automatic branch exchange (PABX)—or, as Mr Manley called it yesterday, the "business switch"—will be at the heart of all the forthcoming integrated systems.

Kenneth Owen

Ministers admit delay on BNOC legislation

By Nicholas Hirst

Government Ministers have now accepted it is impossible to introduce legislation to invite private capital into the British National Oil Corporation in the present parliamentary session.

Instead Mr David Howell, Secretary of State for Energy, is expected to make a statement before the Easter recess outlining plans for legislation to be brought in probably in the autumn.

The delay results from numerous complexities in creating a BNOC exploration and production company in which the public can invest separately from the oil trading arm. This means that there will be no chance of a sale happening in time to reduce the public sector borrowing requirement for 1980/81.

Ministers within the Department of Energy, however, believe that it is worth going ahead with the scheme even though by 1981/82 BNOC will be paying substantial revenues into the Exchequer and the net benefit to the PSBR will be considerably less than in 1980/81 when it is estimated that the

share of shares representing a third of the North Sea assets might raise £700m.

Mr Howell is understood to believe that the central point is to offer the public the chance to invest directly in the nation's North Sea assets and that this overrides considerations of financing the PSBR.

If the plan could be put into effect for 1980/81 both aims could have been achieved. An alternative offer of shares—to offer a loan stock with an added royalty payment—was considered but this did not reduce the PSBR and it missed the main criterion of giving the public a chance of direct ownership in BNOC's offshore interest.

The decision to go ahead with the share offer even though it will not take place in the most attractive year is regarded as a political victory for Mr Howell. Meanwhile, discussions between the industry and the Department of Energy, including the role of BNOC, could be delaying an announcement of the details of the seventh round of licensing of 70 new exploration blocks.

One-for-four scrip issue from Relyon

Relyon PBWS, the bedding manufacturer, has turned in a 29 per cent sales increase and a 24 per cent rise in pretax profits for 1979.

Sales rose from £10.1m to £13m while pretax profits rose from £1.5m to £1.85m. At the trading level, the rate of profits

increase rises to 28 per cent from £1.6m to £2.1m but there is a depreciation charge of £225,000 compared with £128,000.

The board also announced a one-for-four scrip issue. The final dividend is 5.36p making a total of 8.57p

Imports mean losses for chemical industry

By John Huxley

Car imports during 1979 cost chemical manufacturers in the United Kingdom a profit of £21.3m before tax last year, 15 per cent up on 1978. Turnover was up by 12 per cent, from £325m to £369m. The effect of high landing rates is indicated by the 48 per cent increase over the year in interest paid.

Total turnover by all Hoechst interests in the United Kingdom, which include Oxychem, Roussel Laboratories, Harlow Chemical and the fibres business—was £469m.

Poor growth prospects in Britain are reflected in the "disappointingly small" amount spent on capital investment this year. A sum of £11.5m had been approved, and most of this will go on refurbishment and achieving productivity improvements.

Mr Mischler said the German parent had not rejected investment suggestions. Rather, it was difficult in the present circumstances to put forward worthwhile projects.

Chemicals profits: A report published yesterday suggests that profitability in the chemicals industry is greatest in companies where capital intensity per employee is high and where employees are highly paid. According to Management Statistics, produced by Dun & Bradstreet, the business information company, a 10 per cent improvement in worker productivity can yield a 30 per cent increase in profits.

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Casinos gamble on their own survival

Britain's £1,000m a year casino business is still staking money on its own future. Despite close scrutiny from the police and the prospect of even closer scrutiny from betting officials, gaming companies are weathering the loss of big-spending gamblers who have been deterred by the high level of sterling.

The Gaming Board has received 89 applications for certificates of consent to run new casinos. As a matter of policy, it does not disclose how many have been approved; but one has gone to Grand Metropolitan's Mecca Sportsman chain to set it on the path to opening a casino in the London Hilton in Mayfair.

Other certificates are believed to have been granted in London, and these could, if the projects receive approval from licensing authorities, there are 23, and all are experiencing a levelling out of business.

Once there were 26, but now with the three prestigious Ladbroke casinos closed through licensing objections, there are 23, and all are experiencing a levelling out of business.

Big gamblers, which to a casino manager means someone with a credit limit of £100,000, are scarce. And the fall in tourism, which resulted from the high level of sterling, naturally has led to a fall in the takings of a business traditionally reliant on visitors for most of its income.

In addition, there is the possibility of a gaming tax increase in the Budget, and the probability of further pressure from the Gaming Board to investigate more closely existing casino operations.

Last year saw a dramatic increase in the level of casino gambling. The total "drop" the amount spent on chips, was £918.5m, 26 per cent up on the previous year. London accounted for £690m of the total.

Mr Philip Isaacs, Mecca Sportsman's chairman, said yesterday: "There was definitely a fall in tourism during the last part of last year and that has obviously affected business. But overall we are not concerned. Last year, though there is no fundamental increase of big players coming in."

"There is certainly no massive decline in gaming, but conversely there has been no massive increase either."

Mecca could be running its new casino from the Hilton on the end of the year if it receives the go-ahead from the licensing authorities. Mr Isaacs said the application was not connected with the fall in the number of London casinos; it had been planned before Ladbroke ran into licensing problems.

David Hewson

LETTERS TO THE EDITOR

Britain's policy on shipbuilding remains too little, too late

From Sir William Lithgow

Sir, No successful industrial nation has a Civil Service quite like ours. Your report of evidence to the Commons Public Accounts Committee gives the version according to Sir Peter Carey of what has gone wrong with British Shipbuilders. It reveals underlying causes of the British disease.

British governments and those who serve them do not understand how industry works, a point made very forcibly to me by one of Dr. Richard's closest economic advisers years ago. Many believe that investment in productive resources is possible without the generation of profit, while the losses must be equated with poor productivity of labour, never with excessive overheads.

Let me rebut Sir Peter's attempt to place the blame for British Shipbuilders' catastrophic losses under his aegis on former managements in the industry, many of whom are no longer alive to defend their record. Britons have acted as technical and management consultants to successful new ventures all over the world, to the immense benefit of the British equipment industries. Who played the key role in engineering the South Korean miracle?

I entered an industry bruised and apprehensive after the terrible inter-war depression years in which British economic policy led to vital productive areas of the economy and society suffering awfully. Others, particularly those in the nation's overheads, were comfortably insulated in the world of the international market place with barbed wire entanglements of national politics and aspirations. Capital goods industry and especially shipbuilding suffered appalling losses from the effects of British financial incompetence and runaway inflation on the fixed prices demanded by a world market.

'Silly monetarism' hurts the small businessman

From Mr Edward Frewin

Sir, My wife and I run a small business. We began trading in 1967 and by working hard over six and seven days a week 51 weeks of the year we created nine new jobs, five filled from the ranks of the unemployed. We are proud that about 30 per cent of our products are exported and it would, therefore, not be immediate for us to say that we are doing our bit for the country's balance of payments as well as the unemployment problem.

This present Government was partly elected on its candidates' vocal support for the job-creating small-business community. We were naturally excited to know where this help would first manifest itself. The only piece of legislation we can find was the abolition of the requirement for small businesses to re-employ a female staff member after her confinement. I believe this is where the Government's help began and ended.

To balance this legislation we have the following list to contend with:

1. Usurer's interest rates, making our £50,000 overdraft virtually impossible to service and creating the unbelievable

rent of £347 per sq ft for warehouse space.

2. An overvalued pound preventing us from selling into many countries but particularly North America.

3. Increased VAT which caused a dramatic collapse in the home market.

4. Increased National Health contributions to add to our already rapidly increasing wages bill caused by 19 per cent inflation.

5. 20 per cent increases in office and factory rates.

6. Further "increases" in our overheads from electricity, telephone and the increasing postal charges.

7. Now, past and planned increases in petrol prices puts our representatives' jobs in jeopardy.

These items were all directly caused by this Government's silly monetarist policy. I, in common with most of the business community in this country, cannot wait for the return of the sensible politics of maintaining the delicate balance between monetarism and planning the economy.

Yours faithfully,
EDWARD FREWIN,
Cleare's Cottage,
Waltham St Lawrence,
Reading RG10 0NL.

Retailers and benefit of stock relief

From Mr P. G. Kaufman

Sir, In a recent article in Business News (Feb 5) about leasing, it was stated that "like banks and finance companies, retailers get no benefit from stock appreciation relief". In fact, retailers have profited very considerably from stock relief, which has undoubtedly been a major factor in helping to finance store openings and development programmes of leading firms, such as Sainsbury, Tesco and Marks & Spencer.

I am somewhat surprised that the error in the article has, apparently, not been the subject of comment to you from anyone in the above-mentioned and/or other large retail groups. I, therefore, hope that this letter will serve to correct any mistaken impressions.

Yours truly,
P. G. KAUFMAN,
Pontresina,
Park View Road,
Wokingham,
Surrey CR3 7DE.
March 18.

The benefit of bank profits

From the Confederation of Staff Associations

Sir, I hope that the servative members of the staff associations are aware of the Government's intention to introduce additional tax upon bank profits. High interest rates are causing difficulties for bank customers. However, it is likely to support in marginally increasing profits, but it is also being diminished in suggested.

Those who work in the industry know better than the importance of retaining the staff. They are particularly in times of recession. They naturally ensure this for the employment.

The fact that such benefits not only the staff but also the community, shown by the favourable balance of payments. A when there is growing at rising imports and subsidies for export balance is of increasing importance. The use of such profits to enhance this trend another compelling against an extra tax.

It must be a particular of irritation to bank as presented by unions with the staff. The staff body should also advocate a tax. I feel that those too, will support our objectives.

A more constructive by those concerned with interest rates might be a consideration in more detail actions, leading to a bringing about a fall in interest rates.

Yours faithfully,
R. D. L. TYE,
President,
Confederation of Bank Staff Associations,
2 Hearn Drive,
Maidenhead,
Berkshire SL6 2BZ.
March 18.

BP investor

From Mr David D. Fitzpatrick

Sir I took up the Governor's invitation last October to come a small, even history shareholder in BP. We Chancellor now to its basis of taxation on its profit I would regard myself a victim of a confidence in your sincerity.

DAVID D. FITZPATRICK
3 Halken House,
Eddcliffe Vale Road,
Sheffield S10 3EW.
March 18.

Four-star Steetley?

Yes — because the petroleum companies rely very significantly on us for their success. Our contribution to oil and gas exploration is considerable. The industry is served by a variety of Steetley products including drilling mud constituents, filter-aids and special minerals.

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But the story doesn't end there. As one of Britain's top hundred companies, our huge world-wide mineral-based chemical and materials supply operation is also vitally important to many other industries including ceramics, agriculture, glass, fabrics and plastics.

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THE TIMES
Over 74% of Times readers purchase wines and spirits for home consumption.

David Hewson

F. Pratt Engineering Corporation Limited
THE 28TH ANNUAL GENERAL MEETING WAS HELD ON 19 MARCH. THE FOLLOWING POINTS WERE HIGHLIGHTED BY THE CHAIRMAN, MR A. M. C. BALLEWATTS, F.R.S.E.
TRADING RESULTS: The group improved its profitability in the second half of the year in spite of industrial unrest and high cost of borrowings.
DIVIDEND: A final of 3.8p per share will be paid to shareholders for the year 8p compared with 5.37p for the previous year.
OUTLOOK: The current year started with a good order book and, with the precautionary measures taken to counter worst effects of the steel strike, the first half should reflect improvement in the second half of last year. There is evidence of a reduced rate of ordering both by U.K. and overseas customers, and it is therefore not yet possible to predict what will be our achievement for the full year.

John Boden, Chairman.



Financial results for the year to 31st October 1979

	1979 £'000	1978 £'000
Turnover	11,500	17,655
Profit before Tax	1,346	1,694
Profit after Tax	733	779
Revaluation of Investments	47	771
Extraordinary item—		
Reorganisation of Associated Company	299	500
Retained Profit	110	737
Earnings per Share	12.17p	12.92p
Dividend per Share	4.6p	5.19p

* Nationalisation Compensation remains unresolved

* As a consequence Income and Redevelopment of the Group adversely affected

* Dividend reduced

DA SUBSIDIARY OF DAVID BROWN HOLDINGS LIMITED

Scottish Equitable Life Assurance Society

149th Annual General Meeting will be held on 20th March at 2.30 p.m. at the Head Office

"THE MOST SUCCESSFUL DECADE IN THE SOCIETY'S HISTORY"

Year	Annual Premium Income	Fund
1969	£ 8.3m (100)	£ 74m (100)
1974	18.5m (223)	137m (185)
1979	59.2m (713)	406m (548)

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FINANCIAL NEWS AND MARKET REPORTS

Stock markets

Equities fade after early rally

After a long-awaited but short-lived rally at the opening, the stock market returned to its dull pattern of trading which has characterized the last couple of weeks as investors bide their time before the Budget.

With the FT Index rising 4.0 to 435.7 after the first hour's trading, share prices looked as if they would maintain the slightly firmer tendency that was apparent the night before. This was accentuated by Wall Street's recovery, led by the oil and precious metals shares, when it closed at 801.61, up 12.97 after Monday's 23.04 fall.

There was also slightly more optimism over the steel strike negotiations for the first time during the current round of talks but in the event, the equities rally died away with the exception of the oil sector, where there was some recovery from the setbacks earlier this week.

Gold shares also made some sharp gains as the bullion price once again went through the psychological barrier of \$500. The gold price was fixed in London at \$514 and stayed buoyant throughout the day.

The FT Index dropped 1.40 to 430.3 by lunchtime but finished with a rally backed by the oil at 432.0, up 0.3.

Gilt, which had started easier, gradually saw more activity throughout the day, culminating in steady business in the afternoon which left long with gains of 1/2. Dealers

reported a move into the gilt-edged market in front of the money supply figures which are due today, although gilts have generally reflected the quieter mood that has pervaded the market ahead of the Budget.

Shorts also rose steadily throughout the day after an easier opening with no backwash reported from the American rise to 19 per cent in prime rates by Chase Manhattan and First National Bank of Chicago. Although shorts dropped 1/2 at the start, buyers once again showed interest at the lower levels and they crept back to close unchanged on the day.

Business remained fairly slack after hours with most of the

The latest problems in the carpet industry have seen analysts busy downgrading the full year figures from Carpets Int. due out next Thursday. Estimates now range from £1.7m to £2m compared with £4m last year and follow a 51 per cent fall at the half time. The final dividend also has a question mark hanging over it as did the case in 1977. The shares yesterday recovered 1p at 27p.

changes stemming from reaction to the crisis of confidence results produced during the day.

The leading industrial sector reported a better start after Wall Street improvement, but dealers said there was not a lot

of trading and prices were generally untested, although there was a firm underdone in trading.

Most blue chip stocks lost a couple of pence on the day or were unchanged. Bechams and ICI led those with gains and were both 2p up at 119p and 364p respectively by the close, having added 4p in ICI's case earlier in the day. Unilever, Rank and Reed reversed their opening rises of a few pence and ended with Unilever at 423p, Rank at 202p and Reed at 187p, all slightly down on the overnight prices.

Dunlop was unchanged at 59p as was Pilkington at 211p. But BAT Industries managed to put on 2p to 233p.

Thomas Tilling, one of the 22 companies that produced figures yesterday, gained 9p with the news that it had boosted profits from £64.9m to £81.1m although the group is still trading 5p below last year's rights issue price.

Tube Investments, which was hit by the engineering strike, also gained 1p to 278p, while Armstrong Equipment's results were generally well received by the market in the light of prevailing conditions, and the shares closed 3p up at 50p.

Waring bought a 0.5 per cent stake in the furniture group on Tuesday through the market and has instructed brokers to buy as many shares as possible without rising above the 30p a share bid price.

There was a sharp recovery among the oil shares as they took their cue from Wall Street with BP gaining 10p to 356p, Shell adding 12p to 364p and Tricent rising by 22p to 280p in front of results today. Ultramar rose by 12p to 492p and Bursmah added 9p to 196p.

Among the secondary oil shares there was also some recovery as the sellers evident early in the week drifted away. Viking was unchanged at 1040p, as was Berkeley Exploration at 924p. Among the Australias, Weeks Petroleum gained 20p on the day after early falls after news of a Louisiana oil discovery.

Mines made a dramatic start with the boost in the gold price. Vast Reef was particularly strong and finished at 50p from 45p, while Cons Gold

Profits of £800,000 to £900,000 were made by W. L. Pauson & Son for the year to the end of February on turnover of around £17m. Now turnover is running on course for £30m pointing to a possible £15m profit if the target of 5 per cent margin is maintained. Meanwhile, in spite of the 100 per cent gearing, Pauson is looking for acquisitions for cash. The shares are 41p.

added 20p to 475p, RTZ gained 25p to 365p and Rustenburg put on 25p to 215p as dealers reported a distinct rise in turnover throughout the day. Samantha and Otter of the Australian mines staged a technical recovery and both stocks rose from 62p to 76p and 78p respectively.

Among the banks, Barclays gained 2p to 415p awaiting results today and National Westminster followed suit, adding 2p to 315p. Midland gained 4p to 320p and Lloyds added 1p to 281p.

Properties followed the same trend with MEPC rising 1p to 188p, and Great Portland gaining 4p to 226p. Insurances were virtually unchanged with the exception of Commercial Union which rose by 1p to 135p.

In rubbers, Killingham Tin (Malaysia) was suspended in London and Kuala Lumpur at \$312 pending an announcement over the dividend.

Equity turnover for March 18 was £11,289m (number of bargains 17,900). The most active stocks, according to the Exchange Telegraph, were Premier Consolidated, Rio Tinto-Zinc, Bursmah, Tricent, Midland, BTR, Pilkington Brothers, Turner and Newall and ICI.

Weir passes final dividend a profits fall to £2

By Michael Prest

Strikes, poor market conditions, including inflation, high interest rates and a strong pound, caused pre-tax profits of the Weir Group, the Glasgow engineering company, to fall to £2.08m from £2.08m.

Mr Young, chairman, said the second half and the final dividend was passed.

Extraordinary losses of £8.24m from the closure or pending closure of OH Steel Foundries in Sheffield, the Alston Foundry in Consett, and Weir Pacific Voles in Glasgow meant that the final loss to the group for the year was £7.9m.

Earnings per share fell to 1.4p from 20.6p.

Trading losses at these plants last year were £2.12m. About 1,000 jobs will go.

Mr John Young, the group's managing director, estimates that the engineering and transport strikes, along with another disruption at the Canon factory in Leeds, cost the group £6m. If sterling had remained at 1978's level, profits might have been £1m more.

Despite orders in the foundry operations falling by as much as half, foundries and engineering divisions managed to increase turnover slightly to £35.9m. Engineering, which includes valves, pumps, and other

energy saving equipment, rose to £7.5m.

The big problem can be seen in the steel industry, where the decline in demand for major new orders for steel has been a major factor in the very low price paid by manufacturers. But it is not there that the work from previous years was won by exchange division of pence.

Weir is optimistic about sales, pointing to the progress made last year in Canadian and Indian markets, and from the energy industry.

With the final dividend, the group's profits for the year were £2.08m, leaving the net of £2.66p gross, a slump of 13p to 41p.

Slower growth at Dickinson Robins

By Philip Robinson

Cash flow problems and losses within the adhesive tapes, packaging and paper and board divisions stunted the profits growth of stationery-to-office equipment group Dickinson Robins last year.

After reporting a 29 per cent earnings rise at the halfway stage, the group unveiled annual returns up 16 per cent yesterday to £27.7m on a turnover over from £44.7m to £50.0m.

The figures, however, in line with market expectations, show that during the second half earnings rose by no more than 7 per cent.

Mr John Camm, the chairman, said that high interest rates combined with the extra cash need during the middle six months of the year resulted in interest charges almost doubling.

Cost increases through group inflated working needs — at the time there was a net cash of £2.8m and during the year half "cash was a priority". After £3m on acquisition inflow during the second half, the net cash came out at £10.5m.

Last year the group steps to restructure. Depressed demand led closure of its tag

division, and a factory at Langley with the loss jobs and closure costs. About £1.5m was a group profits by losses Merton Packaging, which chairman, fibreboard, chipboard, drums and tin cans has invested in the new equipment at the factory will break year.

⑦ Raleigh ⑦ Silencers ⑦ Creda ⑦ Archer ⑦ British Aluminium ⑦ Matrix

⑦ Reynolds ⑦ Parkray ⑦ Metsec ⑦ Glow-Worm ⑦ Chesterfield

⑦ Russell Hobbs ⑦ Tubes ⑦ Round Oak ⑦ Drynamels ⑦ Cox ⑦ Desford

⑦ Sunhouse ⑦ Crane Packing ⑦ Crypton ⑦ & Pollock ⑦ New World ⑦ Fords



TI strength in domestic appliances

Growth record marred by engineering strike

Industry needs support for exports

TI Chairman, Sir Brian Kellett, in a press interview yesterday warned that some parts of manufacturing industry were in a battle for survival against high interest rates and strong sterling. Manufacturing industry accounts for two-thirds of the country's exports of goods and services. It is therefore vital to our future that it should survive in sufficient health to play its part in national recovery in due course. Government could help, at least with a lifeline of reduced interest rates for manufactured exports.

Results

External sales increased by 10% to £121.3m but trading profit declined from £89.7m to £73.5m. Interest charges in total increased from £15.1m to £23.1m largely as a result of higher interest rates.

Profit before tax at £52.2m was £27.8m lower than in 1978. The tax charge was £12.3m compared with £17.3m and earnings for the year before extraordinary items were £31.6m compared with £49.8m.

1979 was a year of disappointment,

Consolidated profit and loss account	1979 £m	1978 £m
External sales	1,213.8	1,106.0
Trading profit	73.5	89.7
Proportion of profits of associated companies	1.8	5.4
Interest on overdrafts and other short term borrowings, net	13.5	7.3
Profit before loan interest payable	61.8	87.8
Loan interest payable	9.6	7.8
Profit before taxation	52.2	80.0
Taxation	12.3	17.3
	39.9	62.7

Proportion of profit after taxation attributable to minority shareholders	8.3	12.9
Earnings for the year	31.6	49.8
Extraordinary items	(1.9)	(11.0)
Profit after extraordinary items	29.7	38.8
Dividends	15.1	13.8
Amount added to retained earnings	14.6	25.0
Earnings per £1 ordinary stock	33.3p	84.8p

marring the record of increased profits year by year over a long period. The results were dominated by a number of major external factors, principal among which was the engineering strike which began in August and ended in October, causing a loss of pre-tax profit approaching £20m. The results also reflect high interest rates, resurgent inflation and an appreciation of sterling which has had a material impact on export margins.

Dividends

The Board recommends a final dividend of 13p per £1 Ordinary Stock payable 13th May 1980 to Ordinary Stock holders registered on the books of the company at the close of business on 15th April 1980.

This dividend brings the total dividend for the year to 25.5p compared with 23.39p last year.

Balance Sheet and Cash Flow

There was a net cash outflow for the year of £13.8m. This increase in net borrowing results in an increase in the percentage of net borrowing to shareholders' funds from 27.6% in 1978 to 30.0% at 31st December 1979. Capital expenditure totalled £48m.

Results by Business Area	External sales	Profit before loan interest payable
	1979 £m	1978 £m
Steel tube and steel	314.1	318.9
Aluminium	288.4	228.3
Specialised engineering products	343.3	223.3
Domestic appliances	208.4	175.7
Cycles and toys	157.1	158.3
Parent and other companies	2.5	1.5
	1,213.8	1,106.0
	61.8	87.8

The Annual Report will be posted to Shareholders on April 17, 1980. Further copies will be available from The Secretary, Tube Investments Limited, TI House, Five Ways, Birmingham B16 8SQ.



TI Group

reflecting a continuing policy of investing in modernisation and cost saving schemes in order to improve competitiveness.

Analysis of results by business area

Aluminium and Domestic Appliances gained significant volume growth and have rewarded the large investments in recent years to expand and modernise processes and products to best international standards. The improvement in Domestic Appliances came particularly from improved market share and good product impact. Specialised Engineering also had growth areas, including Silencers and Seals, although there was weakness in the Industrial Electrical business, which has now been sold to our partners GE of America. Steel Tube, Steel and Cycles suffered substantial loss of volume from the engineering strike.

Exports from the UK increased by 6% to £240m which, after allowing for inflation, represents a real-term decline. A reduction in exports to Africa, principally lower sales of cycles to Nigeria, accounts for a significant part of this, but on a broad front, the strength of sterling was a severe handicap to our export efforts.

Consolidated balance sheet	31st December 1979	1979 £m	1978 £m
Net assets employed		237.1	212.7
Fixed assets		2.9	1.4
Deferred revenue expenditure, net		34.1	36.1
Investments		589.9	558.5
Current assets		854.3	808.7
Deduct: current liabilities		554.4	547.2

Financed by	1979 £m	1978 £m
Issued capital	59.3	56.7
Reserves	308.4	291.5
TI stockholders' funds	367.7	350.2
Interests of minority shareholders	59.6	64.3
Total shareholders' funds	427.3	414.5
Loans	100.5	100.4
Deferred liabilities and credits	26.6	32.3
	554.4	547.2

Strike and sterling hit Molins

Hit by the engineering strike at home and the strength of the pound overseas, pretax profits for 1979 at tobacco machinery group Molins dipped slightly from a previous £11.6m to £11.1m on sales £5.7m higher at £111.2m.

Although the effects of the engineering strike are now behind them, the cost of the dispute is thought to have amounted to some £500,000.

The paper and packaging division, where trading profits fell from £1.4m to £800,000, was particularly hard hit and the current period is unlikely to see much improvement.

On the tobacco machinery side, trading profits were maintained at £11.7m, despite the development and introduction of new products. The order book for the current year is full and the division is running at 100 per cent capacity.

A reduction in both long-term loans and cash, net of short-term borrowings, leaves the group's gearing unchanged at around 14.5 per cent.

The paper and packaging division, where trading profits fell from £1.4m to £800,000, was particularly hard hit and the current period is unlikely to see much improvement.

Trading difficult for Hugh Mackay

Although turnover of the Hugh Mackay carpet group rose from £8.6m to £9.5m in 1979, pretax profits fell from £53,000 to £35,000. The board explains that trading was "very difficult". The expected and normal United Kingdom retail sales volume during the autumn never materialized. But a total dividend of 5.17p gross is being paid, against 5.26p.

Mr Rowland buys 250,000 Lonrho shares

Lonrho's chief executive, Mr Rowland "Tiny" Rowland, announced yesterday that he has bought a further 250,000 shares in his own company at an average price of 90p.

Medminster half-year turnover doubles

Although turnover of the London-based furniture group, Medminster more than doubled to £5.09m in the half-year to December 31—compared with £2.27m last year—interest and bank charges were lower in spite of high interest rates. Pre-tax profits edged forward from £96,000 to £105,000. The interim payment is lifted from 1.42p to 1.57p gross. Medminster's turnover, mainly in line with market expectations, shows that during the second half earnings rose by no more than 7 per cent.

Mr John Camm, the chairman, said that high interest rates combined with the extra cash need during the middle six months of the year resulted in interest charges almost doubling.

Standstill at Metal Closures

Pretax profits of the Metal Closures Group were unchanged at £5.81m in 1979. Turnover was up from £54.48m to £62.34m. Loss of profits caused by the engineering strike has to a large extent, been offset by "exemplary results" from overseas, the board reports. The total payment goes up from 6.83p to 7.71p gross.

A.A. Jones pays more and makes scrip issue

In spite of lower profits, machine tools group, A.A. Jones and Shipman, is lifting the dividend and making a scrip

Over £6m pretax Half Engineering

Passing the £6m mark for the first time, Hall Eng (Holdings) reports profits up from £5.29m to £6.3m for 1979 over rose from £74,297,68m. The total rises from 7.21p to 10.1p.

Record profits at Banro Industries

Despite disruption 1979 by the road hauls order disputes in the oil and motor industry record pretax profits of were achieved by Banro Industries. The group's profits for 1979 are £10.7m.

Higher dividend for London & Manche

Last year, London and Manche Assurance's life insurance income reached £4m. The transfer to the profit loss account from life rose by 14.9 per cent to £1.2m. The general branch loss of £264,000 before tax total gross dividend of £1.93m from 10.8p to 12.5p.

Business appointments

New directors for stores

Mr F. A. J. Smit and Mr K. B. Boocock have been appointed directors of Combined English Stores.

Mr Graham J. L. Hill has joined the main board of Regional Properties.

Mr Douglas McLeod has been appointed to the board of Barratt Construction as technical director. Mr Norman Bruce, the previous technical director, has been named for the new post of commercial director.

Mr S. H. Wright, a director of Lazard Brothers & Co, has been made a director of Wolstenholme Kings.

Mr Peter Colford has been appointed manufacturing director of Holt Lloyd.

Mr Roger Beard has been appointed sales director of Fielding & Platt.

Mr J. R. Gough and Mr J. B. Sheldon have been appointed directors of Arbuthnot Insurance Services.

Mr J. W. Webb, aviation underwriter of the Andrew Weir Insurance Company, has been re-elected chairman of the Aviation Insurance Offices Association. Mr J. J. Purdus, aviation underwriter of the English and American Insurance Company, has been re-elected deputy chairman. Mr C. G. Jessup, aviation underwriter of the Guardian Royal Exchange Assurance Group, has been elected honorary secretary and treasurer in succession to Mr R. F. Dowling, group vice president and underwriter of the Commercial Union Assurance Company.

AVERAGE EARNINGS

The following are the latest average earnings of employees in the manufacturing and services industries, as reported to the Department of Employment.

	(1) Old series of average earnings (Jan 1975 = 100)	(2) New series of average earnings (Jan 1975 = 100)
1979		
Jan	344.7	135.7
Feb	350.6	141.1
Mar	358.9	146.2
Apr	363.1	148.3
May	373.2	148.9
Jun	385.8	150.2
Jul	385.8	150.2
Aug	384.5	153.3
Sep	384.1	153.1
Oct	401.3	157.1
Nov	403.2	158.1
Dec	417.2	161.1
1980		
Jan	414.8	162.5

FINANCIAL NEWS

Shares
identical
all its slip
all 35m

Mr. Prest
to reach agreement
on the nationalisation
of shipbuilders and
as the main reason
in pre-tax profits last
year dividend has been
up gross from 7.75p.
Mr. Ford, the com-
pany director, says
disappointed that no
progress in agreeing
has been made beyond
a paid in Treasury
the Government on
vesting date in 1977
led the nationalized
£35m.
then, the company's
of income has been
shipbuilding
The decline in profits
the company reflects
in world ship-
and the fact that orders
list fast parcel craft
in more slowly than

less, Mr. Ford argues
a decline in turn-
a £17.7m to £11.5m.
of as a percentage
er have been main-
earnings per share in
12.17p against 12.92p.
gaily increased cover
the company's capital
from nationaliza-
which expansion plans

areas fell 10p to 153p.
Covite and
ward
st deal

the, the Sunderland-
dealer, is selling 50
of its finance division
rd Trust, the hire pur-
leasing subsidiary of
and Bank. Covite will
g £1.5m in cash, made
dividend of £790,000
balance by the repay-
inter-company loans.
sal is being achieved
and Trust subscribing
shares in a company
will be renamed Covite
Services. Forward
is agreed to provide
backing to the new
which will be in
hire purchase, con-
and leasing.
announcement follows
by I. Covite last
of Red Dragon, its
subsidiary. The per-
the two deals is to
I. Covite's borrowing
and reduce the ratio
wings to shareholders'
on 203 per cent to
ent.



The current year has started satisfactorily for Union Discount, Mr. Alexander Ritchie, the chairman (above, standing) told shareholders at the annual meeting yesterday. Although he was making no predictions for the full year, particularly ahead of the Budget, he did admit that the group was making a profit. In 1979 Union raised net profits from a previous £1.8m to £2.1m and lifted the dividend from 26.35p to 28.6p. Also pictured are, sitting, left to right, Lord Remnant, deputy chairman, Mr. P. L. Shepherd, company secretary, and Mr. Richard Petherbridge, director.

Petrofina earnings set to rise

Petrofina's earnings per share could be between 900 and 1,000 Belgian francs in 1980 compared with 626 francs last year, according to Banque Bruxelles Lambert.

The bank also forecast a net dividend of 270 francs this year compared with 230 francs in 1979.

Babcock under pressure

Deutsche Babcock, a leading West German maker of power generating equipment, says its earnings in the fiscal year that began on October 1, 1979, are coming under pressure from higher costs despite sharp rises in sales and order inflow.

Sales in the first five months of the fiscal year were DM1,210m (£295m), up 32.9 per cent from DM910m a year earlier.

IRI unit raising \$75m

Cofiri, a recently constituted finance company for the Italian state IRI group, is raising \$75m through an eight year loan at 5 per cent over London Euro-dollar rates, IRI sources said.

IRI is waiting for Parliament

International

Higher North Sea earnings should help to offset a levelling off in European refining, marketing and petrochemical operations, which are likely to suffer from the impending economic slowdown and the impact of

energy conservation measures, the bank added.

Petrofina's petrochemical operations are also likely to face stiffer competition from North America, where products benefit from cheaper feedstocks.

The bank said American Petrofina may suffer severely from a recession in the petrochemical industry while Petrofina Canada could be badly affected by the rise in domestic oil prices.

Hudson's Bay upturn

Hudson's Bay Company announced yesterday that earnings per ordinary share before extraordinary items were £2.98 for 1979 (the year ended January 31, 1980), as against £2.74 for 1978.

Earnings were £580.3m, up from £544.6m the year before. Sales and revenue were £3,400m, compared with £3,190m in 1978. Extraordinary gains of £523.2m, attributable to the partial exchange of 6 per cent exchangeable debentures for shares of Hudson's Bay Oil and Gas, were also recorded.

Elf-Aquitaine

Société Nationale Elf-Aquitaine, the parent company of the state-controlled oil group, recorded a net profit of 2,296m francs last year, up from 906m in 1978. The company will pay a net dividend of 35 francs a share, up from 18 francs in 1978.

Briefly

F. Pratt Engineering: The chairman told the AGM that the current year had started with a good order book and, with actions taken to counter the worst effects of the steel strike, the first half-year should reflect the improvement in the second half of last year.

John I. Jacobs: Turnover for 1979, £1.77m (£1.11m). Pretax profit, £1.33m (£508,000). Gross dividend, 3p (2.50p). Trafford Park Estates: Turnover for half-year to December 31 rose from £1.62m to £2.07m. Pretax profit, up from £527,000 to £705,000. Interim dividend, gross, raised from 2.5p to 3.21p. House of Leroux: Sales for 1979 £17.07m (£16.23m). Pretax profit, £1.5m (£1.2m). Total dividend, 7.51p (6.53p) gross. Manor National Group Motors: Pretax profit for 1979, £1.22m (£1.11m for previous period). Turnover, £43.85m (£47.17m). Total gross dividend, 3.57p (3.06p).

The Electrical and Industrial Investment Trust: Income for 1979, £1.05m (£771,000). Earnings per £1 of deferred ordinary stock, 79p, compared with 55p in 1978. Total dividend, 68p (47p). Y. J. Lovell (Holdings): The group had finished 1979 in fine style with record profits and a strong balance sheet. Chairman Sir Peter Trench said at the annual meeting in London of Y. J. Lovell (Holdings), the builders, developers and time-improvers, he remained hopeful that 1980 would prove a satisfactory year for Lovell.

General Investment: Gross income for nine months to February 29, £807,000 (£665,000). Cluff Oil's rights issue of 1.01m ordinary shares at £3.00 a share attracted acceptances for 808,272 shares (79.4 per cent of issue). Baring Bros reported. Capel-Cure Myers and McAnally: Minority have reached agreement for the purchase by McAnally of Capel-Cure Myers (Provinces), a subsidiary of Capel-Cure Myers, and the branch office of Capel-Cure Myers (Scotland) in Glasgow. BNF Group has acquired Bank of the West, a Californian bank with assets of \$50m. Bank of the West has been merged with BNF's subsidiary, French Bank of California. Norfolk Capital Group is to sell two hotels for £2.7m cash to private buyers. Total book value of assets being disposed of is £2.53m. Pascontinental Mining: Unaudited consolidated loss \$458,658 (loss \$A165,861) for half-year ended December 31, -Reuter.

Hampson Industries' sales rose from £6.7m to £7.3m in the half-year to September 30. Pretax profits rose from £274,000 to £321,000. Interim payment, 0.39p gross (0.37p, adjusted, last time). Union Corp-General Building: Formal completion of the merger of Union Corp with General Mining and Finance now only requires approval of the Supreme Court, following shareholder approval at meetings. General Mining said in Johannesburg. -Reuter.

London Broadcasting, which operates LBC and IRN, made a profit on its trading operations in 1978 of £29,000, an increase of 62 per cent. Company has repaid all outstanding loan stock and has reduced its losses to £1.4m by the end of last September.



BUILDING PRODUCTS/HEAT EXCHANGE/FLUID POWER/GENERAL ENGINEERING/ZIP FASTENERS/REFINED & WROUGHT METALS

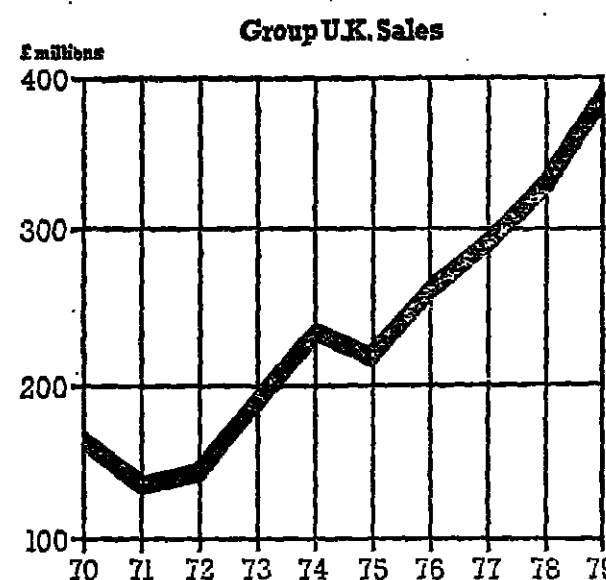
1979 sales, exports and profits reach new high levels

The Chairman,
Sir Michael Clapham, says:

"In 1979, IMI's sales of \$612 million, exports of £113 million, and pre-tax profits under the historical cost convention of £34.5 million exceeded our 1978 figures by 17, 14 and 8 per cent respectively. In £s of the year terms, they were all higher than in any previous year.

"I am glad to be able to report this to shareholders in view of the impact on the Company of high interest rates, national industrial disputes and the strengthening of sterling against other currencies, and after our disappointing first half-year.

"The cash generated by our operations during the year, £49 million, fell short of our requirements, including investment, taxation, dividend payments and financing the effect of inflation on our working capital, by only £4 million, which was covered by short term borrowings. These of course remain small in relation to the facilities available to us, and our reserves rose by



£20 million during the year to bring our total capital and reserves to £220 million.

"Our investment in fixed assets during the year was £25 million, compared with a depreciation provision of £11 million. Adjustment for inflation would add approximately £9 million to this depreciation figure, so in reality our capital investment this year has done rather more than sustain the value of our assets. Working capital rose by £7 million."

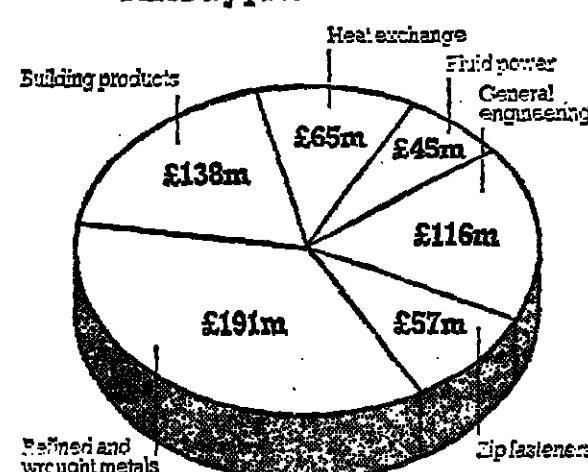
Summary of Results

	1979 £000	1978 £000
Sales to external customers	611,977	524,006
Group profit before taxation	34,536	32,010
Earnings applicable to shareholders	29,366	24,684
Total assets	281,499	268,626

Earnings per share (excluding extraordinary items)	15.7p	13.9p
Dividends per share	4.4p	3.67855p

Sir Michael adds:
"In general, and sometimes in very difficult circumstances, industrial relations have been good, and employees have shown a realistic understanding of the Company's need to deliver good quality products on time and at competitive costs. Much hard and constructive work goes into making and selling products having a total value of over £600 million, and I am grateful to all who have played their part. I pay particular tribute to those

Sales by product areas 1979



who have contributed, whether in design, production, selling or distribution, to the virtual doubling of our export realisations over the last four years."

The Annual Report has a comprehensive survey of IMI's activities. Send for a copy to the Secretary, IMI Limited, PO Box 216, Birmingham B6 7BA.

IMI

means more than metal

Armstrong outlook brightens

Financial Staff
strong Equipment, the
suspension and indus-
trial group, looks set
a from the profits but
last couple of years,
no small feat given the
of the engineering and
the industries.
profits in the six
to end December show
marginal improvement
£2.7m to £4.31m. But
of the engineering
which cost the group
£1.5m, and the usual
factory, almost all the
came in the second
For the second half,

the steel strike casts a shadow,
but apart from its two recent
acquisitions whose stock levels
were inadequate, Armstrong is
coping reasonably well with
supply shortages.

Given a fair wind and the
absence of any other damaging
strikes the group should push
profits up from £8.76m to
perhaps £10m after about
£300,000 of redundancy costs.

The fully taxed p/e ratio at
50p, up 5p on the year, would
then be around 6, while the yield,
if the 14 per cent interim
rise to 1.44p a share gross is
followed with the final, would
be 8 1/2 per cent.

Acquisitions are continuing to
provide much of the driving
force with Cornacraft, for
example, likely to double its
contribution to £800,000 for the
year while Anglo-Swiss has also
moved into the black.

France is still proving diffi-
cult, but South Africa is on
course for sharply higher profits
and Spain goes from strength
to strength.

Meanwhile the switch away
from original equipment, now
only a fifth of sales, to the
after-market is providing more
stability while gearing of around
22 per cent provides scope for
further acquisitions.

Horizon raises dividend

per cent jump in net
to 7.35p (or 10.5p
accompanied news from
Travel (once owned by
Court Line) that turn-
the year to November
rose by 60 per cent to
while pretax profits
head by nearly 30 per
£3.82m. Despite a big
in tax, earnings a
rose from 26.10p to
any observers would be
to see Horizon making
£4.5m this year when
Kingdom recession can
pected to hurt some
operators. The number
days sold is still only
he same as in 1973, and
s is more competitive,
am dearer oil.
re do not rule out Hor-

son doing even better than this.
Summer bookings indicate a
further record season and the
peseta is helping holiday book-
ings in Spain, still 55 per cent
of Horizon's business last year
and 50 per cent this. Last sum-
mer, Horizon carried around
201,000 passengers and this
year is already booked to
carry 218,000.

Horizon considers that two
Scandinavian companies cutting
out middlemen, Tjersborg, the
Danish concern, and Vingresor,
the Swedish group, are less for-
midable than last year.

There is also to be "a
restructuring" and this could
be a prelude to the winning of
trustee status, Horizon said.
"We have thought about it."

The shares rose 8p to 268p
yesterday.

Options

The tension of waiting to see
whether the Chancellor will
alter the ruling on capital gains
tax and stamp duty appears to
be having an adverse effect on
traded options. Total bargains
slipped from 597 to only 292 as
dealers reported very little
turnover with activity spread
across the board. Rascal experi-
enced some interest along with
the two mining finance houses
RTZ and Cons Gold.

Traditional options also had
a quiet time ahead of declara-
tion day today although dealers
reported some interest in some
of "Aussie" issues. These
included names such as Carr
Boyd, ACM and North Kalguri.

J LOVELL (HOLDINGS) LTD

IN GROUP ACTIVITIES: Building, Residential and Commercial Developments, Plant Hire,
uber Importers and Merchants.

Another Record Year

UNPARALLELED RESULTS

	1979 £000	1978 £000
Group Turnover	105,038	62,670
Profit before Taxation	2,615	1,929
Profit after Taxation	2,565	1,724
Profit attributable to Shareholders	2,235	1,724
Ordinary Dividend 5.75p per share (1978-4.35p)	395	299
Earnings per Ordinary Share	37.1p	24.9p

Direct from Address to Shareholders by Sir Peter Trench

The Group finished 1979 in fine style with record profits and a strong balance sheet, and
to repeat the performance in 1980.

"The picture in the market place is not currently, however, a happy one with high interest
rates and demand for construction services continuing to fall. The delayed settlement of the
steel strike will also add to building costs long after the stop-
page is forgotten. Nevertheless, we still believe that there will
be good opportunities available for a Group such as ours and
have every intention of taking them. We remain hopeful
that 1980 will not be an unsatisfactory one for the Lovell Group."

Lovell

